THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER

VOLUME V NUMBER 34 September 19, 1968

CYCLE NEWS

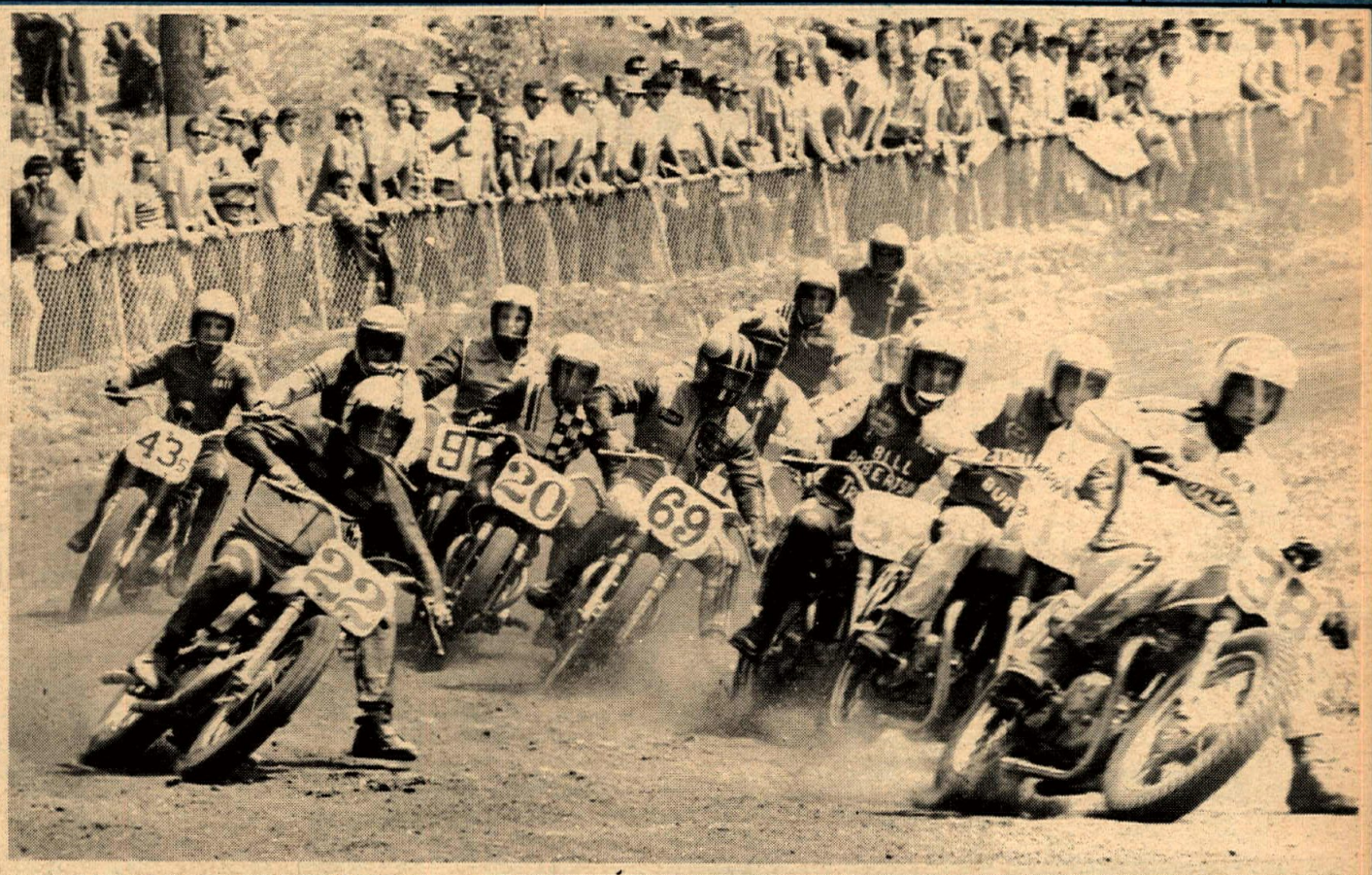
32 PAGES

FEATURING: *Peoria TT National Santa Fe Short Track National Ascot Half-Mile Finale Touring the Guadalupe Loop Sammy Miller Trials Class A Speedway Events Viewfinders at Perris Scramblin' Around Arizona Safety School*

WEST 25¢

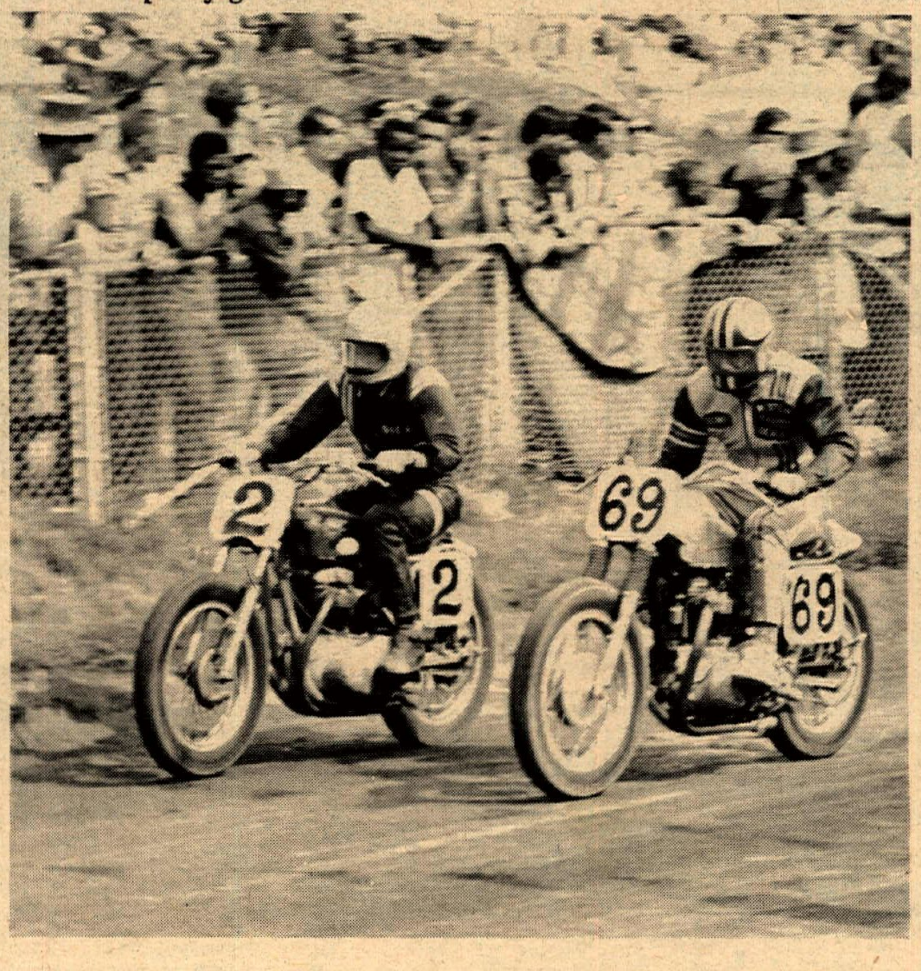
PEORIA NATIONAL 20-LAP TT CHAMPIONSHIP

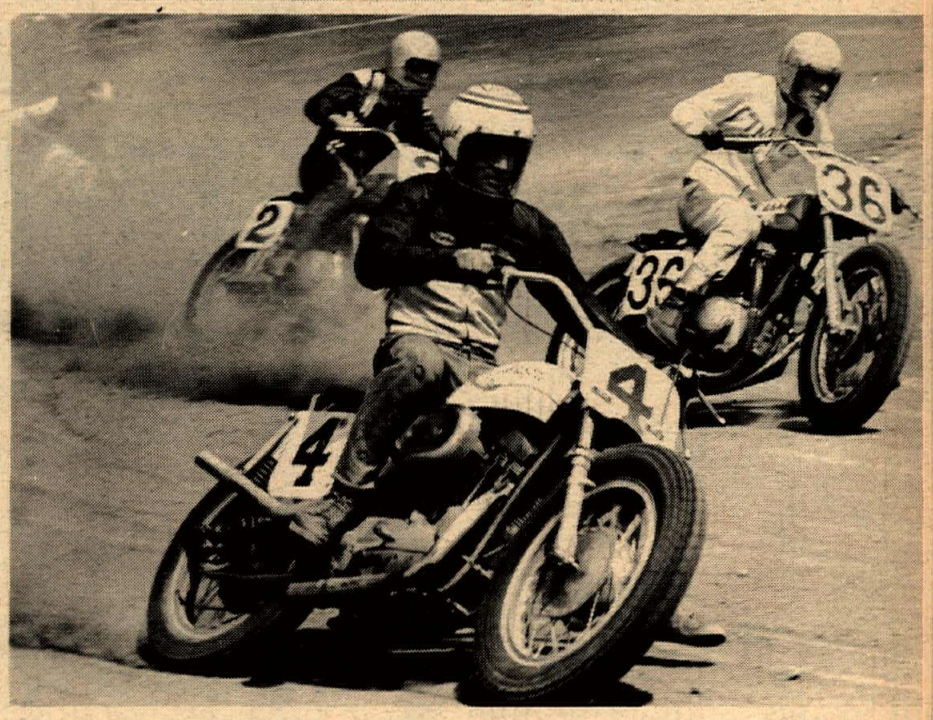
Story by Chuck Clayton
Photos by Ben Hall



MARKEL WINS, AS NIXON STRETCHES HIS LEAD

PEORIA, Illinois, Aug. 18 – Gary Nixon, they used to say, has about as much chance of winning the Grand National Championship title again this year as his political namesake Richard has of winning the White House. That was a couple of races and a convention or two ago. Now it looks like the chances of at least the motorcycle Nixon are pretty good.





TOP: First corner of Peoria TT preliminary event finds a talent-filled field jockeying for position, among them #38 Chuck Palmgren, #12 Eddie Mulder, #59 Skip Van Leeuwen, #69 Sonny Burres, #22 Dan Haaby, #43s Dale Harding, #20 Gene Romero.

ABOVE: Masterful Bart Markel maneuvered his Harley-Davidson to sensational Peoria 20-lap TT National win, bringing him within 4 of tying Joe Leonard's all-time Championship record. Pressing hard are #36 Ben Breeding, #2 Dick Mann and #58x Dallas Baker.

LEFT: Here's how tight the race was for second: #2 Dick Mann (BSA) and #69 Sonny Burres (Triumph) finally finished 2-3.

(Continued on page 7)

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

SEPTEMBER 1–14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – San Jose track –Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.–California Rodeo grounds–Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 25 MILE NATIONAL

Championship at Calif. State Fairgrounds 1-mile dirt track, Sacramento, Cal. Promoted by J.C. Agajanian, $10,000 purse, time trials 12 noon, races 2:30 p.m. Entries from AMA or Dist. Referee, entries close Aug. 25.

SEPT. 15 – 150 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Schuyler County MC, Rd 1, Cayuta, N.Y. –Schuyler & Tompkins Counties–Entries from AMA or promoting club.

SEPT. 21-22–500 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Lansing MC, P.O. Box 1293, Lansing, Mich.-Entries from AMA or promoting club.

SEPT. 29 – 9 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Mar-Car, Inc., Box 75213, Oklahoma City, Okla. 73107–Entries from AMA or District Referee. Entries Close Sept. 8.

SEPT. 29 – 135 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Meteor MC, 1124 Kaighn Ave., Camden, N.J.–Southern New Jersey–Entries from AMA or promoting club.

OCT. 6 – 100 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Chautauqua Lake Cyclists MC, Cowing Rd. RD #4, Jamestown, N.Y.–Busti, N.Y. Entries from AMA or promoting club.

OCT. 12 – 8 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries Close Sept. 21.

OCT. 13–145 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Midwest Enduro Team, 3110 Ringer Rd., St. Louis, Mo. 63125–Old Mines, Missouri – Entries from AMA or promoting club.

OCT. – SPORTSMAN NATIONAL

CHAMPIONSHIP ROAD RACE Florida Harley-Davidson Dealers Assn., Miami, Fla.

EVERY WEDNESDAY NIGHT

QUARTER-MILE FLATTRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flattrack, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Ft. Sutter & Sacramento Trackers M.C.'s at Sacramento Nat'l Raceway, Sacramento, Cal. Take Jackson Rd. or Hwy 16 to Excelsior, no. 1/2 mi.

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. at San Fernando Rd., Pacoima, Cal. Races 8 p.m., $2.50 adults, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc. For info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

EVERY SUNDAY

CLASS A SPEEDWAY RACING at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 5 p.m., race 7 p.m. 40% purse. Phone: (213) 923-7115.

ONE-DAY MOTORCYCLE TOURS starting at 10 a.m. from Roehr Bros. Sportcycle Center, 317 N. Victory Blvd. (between Magnolia and Olive), Burbank, Cal. For info call (213) 842-4847.

FRIDAY, AUGUST 30th

SHORT TRACK by Sprockets M.C. at Bakersfield Speedway, Bakersfield, Cal. Night race.

SATURDAY, AUGUST 31st

THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairgrounds, Castle Rock, Wash. For more info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

TT SCRAMBLES by Pathfinders M.C. at Kearney Bowl, 505 W. Kearney Blvd., Fresno, Cal. Signup 5-7 p.m., race at 8 p.m. AMA sanc.

SHORT TRACK RACES by North Bay M.C. at Sonoma Co. Fairgrounds arena, Santa Rosa, Cal. signup & prac. 5:30-6:45 p.m., race 7:30 p.m. AMA sanc.

AUG. 31, SEPT. 1 & 2nd

12th ANNUAL PINE CONE RUN, RRC pt. run. Call (213) 677-9033 for further info.

4th ANNUAL BIG SUR RUN by Loners M.C. Limed on Hwy. 1 from San Simeon, Cal. for So. Cal. riders. Limed on Hwy. 1, 5 mi. north of campsite for No. Cal. riders. For info call (213) 423-0431.

SUNDAY, SEPTEMBER 1st

AFM NATIONAL ROAD RACE at Orange County Int'l. Raceway. To be held on new course. For further info call John Mc Gillivray at (213) 222-1303.

50-MILE RACE at El Mirage Dry Lake Bed, by Hi-Jinx FMC. All flat ground, limed from Adelanto, Cal. 10 a.m. start, $3.00 entry. For info call (213) 868-0116.

EUROPEAN SCRAMBLES by Desert Challengers M.C. at Deadman's Point, Apple Valley, Cal. 10 a.m. start, 3 1-hr. races. For info contact club at 1215-1/2 Screenland, Burbank, Cal. 91505.

WESTERN CANADIAN MOTO-CROSS CHAMPIONSHIP at Totem Raceways, Aldergrove, B.C., Canada. CMA sanc., prac. Aug. 31 10 a.m. to 4 p.m., race Sun. 1 p.m. For info contact Totem MC, 106 E. 35th Ave., Vancouver 15, B.C. or call MB Sports Cycle, 298-4232 Vancouver.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., night race. For info call (916) 742-7785.

MOTO-CROSS at Crescent City, Cal. Starts 10 a.m., for info call 464-4871 in Crescent City.

SUN. & MON., SEPT. 1 & 2nd

HILLCLIMB & SCRAMBLES by Nevada Trailblazers M.C., Reno, Nev. Hillclimb Sat., signup 8, start 10 a.m., take U.S. 395 so. 10 mi. to Virginia City turnoff Hwy. 17, follow lime. Sun. scrambles signup 8 a.m., race noon, follow lime from U.S. 40 & 395 in Reno. Write P.O. Box 6075. Reno. Nev. 89503 for info.

MONDAY, SEPTEMBER 2nd

27-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. at Ponderosa, Cal. Call (213) 367-2907 for info.

SATURDAY, SEPTEMBER 7th

SCRAMBLES by Explorer Post 305 at Madera Fairgrounds, Madera, Cal. Signup 5:30-7 p.m., race 7:45 p.m. For info or entry Explorer Post 305, 424 S. "A" St., Madera, Cal. Ph: 673-3146.

SUNDAY, SEPTEMBER 8th

ENGLISH TRIALS presented by Ground Shakers M.C. at Las Vegas, Nev. For info call (702) 384-3024.

50-MILE "RUFF" SCRAMBLES by Sage-Hoppers M.C. at Encinitas, Cal. AMA sanc., prac. 9 a.m. Limed from Interstate 5 & Encinitas Bl. For info call Bob Gooding (714) 753-2907.

CALIF. STATE CHAMPIONSHIP HARE & HOUND by Shamrocks M.C., limed from Red Rock Canyon, 17 mi. no. of Mojave, Cal. Two 50-mile loops, start 9 a.m.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., night race. For info call (916) 742-7785.

DEALERS & SAN DIEGO CO. ROAD RIDERS ASSN RUN, AMA sanc., SDCRRA Pt. Run. For info call 469-6845 or 274-1895 in San Diego, Cal.

TUESDAY, SEPTEMBER 10th

250cc CLASS A SHORT TRACK at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 6 p.m., race 8 p.m. 40% purse, fuel burners welcome. Ph: (213) 923-7115.

SATURDAY, SEPTEMBER 14th

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal. Night race.

PROFESSIONAL 1/4-MILE SHORT TRACK, promoted by Barkhimer Assoc. at Petaluma Fairgrounds Speedway, Petaluma, Cal. $600 purse, AMA sanc. Signup 5:30-7:15, race at 8:15 p.m.

SUNDAY, SEPTEMBER 15th

HARE & HOUND by Antelope Ramblers M.C., Dist. 37 AMA pt. run. Limed from Red Rock Canyon, Cal. 10 a.m. start. For info call 787-7361.

TT SCRAMBLES presented by Hill & Gulley Riders M.C. in Las Vegas, Nev. For info call (702) 384-3024.

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. AMA sanc., noon start. Limed from Hwy. 101 Bakersfield exit (Hwy. 166 East). More info: Box 2177, Orcutt, Cal. or (805) WE 7-5836.

POKER RUN by Roamin' Wheels M.C. of Pacifica, Cal. AMA sanc. Starts from Mustache's Pizza Parlor, on Skyline in San Bruno, Cal. at 9 a.m. For info call Dave Mori at (415) 359-5880.

CYCLE NEWS

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CALENDAR

AFM NATIONAL RACE at Carlsbad Raceway, Carlsbad, Cal. All GP & Prod. classes. For info call John McGillivray (213) 222-1303.

ACA MOTO-CROSS at Saddleback Park, Cal. Jr. & Sr. 100-Open, pits open 8:30 a.m., race 11:30 a.m.

SCRAMBLES at Castle Rock Fairgrounds, Castle Rock, Wash. For info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

1st ANNUAL POKER RUN by Spinning Spokes M.C. Call (714) 893-6811 for info. RRC pt. run.

MOTO-CROSS by Desert Challengers M.C. at Deadman's Point, Apple Valley, Cal. New track, 8 classes, Jr. & Sr., entries til 10, race 11 a.m. For info (213) 845-6448.

SATURDAY, SEPTEMBER 21st

SHORT TRACK RACES by North Bay M.C. at Sonoma Co. Fairgrounds arena, Santa Rosa, Cal. signup & prac. 5:30-6:45 p.m., race 7:30 p.m. AMA sanc.

SAT. & SUN., SEPT. 21 & 22nd

1st ANNUAL 100cc TT GRAND PRIX by Experts M.C. of San Diego at Mesa Speedway. Info from Experts M.C., 215 Paden Dr., Spring Valley, Cal. or Earl Roloff at (714) 479-3209.

SUNDAY, SEPTEMBER 22nd

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Sept. 18. AFM Nat'l pts.

MOTO-CROSS at Enumclaw, Wash. Follow signs from Auburn, Wash., just no. of Tacoma. For info contact Seafair M.C., P.O. Box 936, Auburn, Wash.

SCRAMBLES by King City Wheelers M.C. at King City Fairgrounds, King City, Cal. AMA sanc., Dist. 35 pts. Signup 8:30-11, prac. 9:30-11, race 11:30 a.m. For info contact Jim's Cyclery, King City, Cal. Phone: 385-4230.

JOHN BAGLEY BENEFIT RUN by Golden Eagles M.C. Starts from H-D of Fullerton 537 W. Valencia, Fullerton, Cal. from 8-10 a.m. For info (714) 827-5478 or after 6 p.m. (714) 535-8666.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., night race. For info call (916) 742-7785.

PROFESSIONAL 1/4-MILE SHORT TRACK, promoted by Barkhimer Assoc. at Petaluma Fairgrounds Speedway, Petaluma, Cal. $600 purse, AMA sanc. Opens 11 a.m., qual. 1 p.m., race 2:30 p.m.

CHAMPIONSHIP SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

AFM NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE at Vaca Valley Raceway, Vacaville, Cal. $500 purse for GP, trophies for Prod. For info contact 4810 Daisy St., Apt. B, Oakland, Cal. 94619. (415) 536-2950.

HARE SCRAMBLES by Hi-Jinx FMC at El Mirage Dry Lake. Limed from Adelanto, Cal. 9:30 a.m. start, no affil. 100cc max. (213) 425-9652.

TT SCRAMBLES by Prospectors M.C. at Perris, Cal. Dist. 37 pt. run, 8:30 a.m. start. For more info call (213) 674-5782.

SAT. & SUN., SEPT. 28 & 29th

AAMRR AUTUMN NAT'L ROAD RACES at Indianapolis Raceway Park, Indianapolis, Ind. Sat. prac. & street classes, Sun. GP classes $1500 purse & overage. Entries close Sept. 16, contact AAMRR, 111 42nd St., Union City, N.J. (201) 867-5900.

MOTORCYCLE WEEKEND by Silver Queens M.C. of Las Vegas, Nev. For info contact Vegas Cycle Center, 1020 E. Fremont, Las Vegas, Nev. (702) 384-3024.

SUNDAY, SEPTEMBER 29th

SPORTSMAN ROAD RACES by Southwest M/C Racing Assn. at Green Valley, Texas. For info contact Races, 2507 T.C.U. Ave., San Angelo, Tex. 76901. (915) 949-1030.

ACA 12-HOUR PRODUCTION GRAND PRIX, Willow Springs International Raceway, Rosamond, Calif. 9:00 a.m. to 9:00 p.m. All classes. Info (714) 528-4290

3rd ANNUAL CRUISERS TOUR by Santa Ana Cruisers M.C. Call (714) 842-2976 for info. RRC pt. run.

HARE SCRAMBLES by Oasis M.C. at Fallon, Nev. has been CANCELLED.

SATURDAY, OCTOBER 5th

SHORT TRACK RACES by North Bay M.C. at Sonoma Co. Fairgrounds arena, Santa Rosa, Cal. signup & prac. 5:30-6:45 p.m., race 7:30 p.m. AMA sanc.

SAT. & SUN., OCT. 5 & 6th

MAMMOTH MOUNTAIN MOTO-CROSS at Mammoth Lakes, Cal. For race info and accommodations write Hi Sierra M.C., Box 482, Mammoth Lakes, Cal. 93546.

4th ANNUAL INDIO M/C TOUR by Pacific Coasters M.C. AMA 1968 Tour Awards, 125 trophies, for info contact local H-D dealer or write Pacific Coasters M.C., 4502 Gila Ave., San Diego, Cal. 92117.

SUNDAY, OCTOBER 6th

ANNUAL CACTUS DERBY by Riverside Bombers M.C., AMA sanc., 7:01 a.m. start, 8 mi. so. of Barstow, Cal. take Central Barstow offramp. Mail $5.00 entry to Gene Lindley, Box 1002, Cherry Valley, Cal. 92223. Close Sept. 22, post $7.00.

SATURDAY, OCTOBER 12th

2nd ANNUAL PACIFIC COAST CHAMPIONSHIP MOTO-CROSS & SCRAMBLES Expert entry limited to 25, unlimited Nov./Exp. Scrambles entry (5 classes). Scrambles 9 a.m., Moto-Cross 12 noon. For info contact Seafair City M.C., P.O. Box 963, Auburn, Wash. or call (206) TE 3-7313 or UL 2-8941.

SUNDAY, OCTOBER 13th

4th ANNUAL FIELD MEET by Playboys M.C. Call (213) 677-9033 for info. RRC pt. run.

SUNDAY, OCTOBER 20th

HARE SCRAMBLES by Silver City Scramblers M.C. at Las Vegas, Nev. Dist. 37 pts. For info contact Vegas Cycle Center, 1020 E. Fremont, Las Vegas, Nev. (702) 384-3024.

SUNDAY, OCTOBER 27th

POKER RUN by Rebel Rousers M.C. Call (213) 444-9644 for info.

AFM NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE at Cotati Raceway, Cotati, Cal., so of Santa Rose on Hwy. 101. $500 purse for GP, trophies for Prod. For info contact 4810 Daisy St., Apt. B, Oakland, Cal. 94619. (415) 536-2950.

SUNDAY, NOVEMBER 3rd

2nd ANNUAL "MONSTER RUN" by world renowned Kern Co. Trailblazers M.C., somewhere in the scenic wilderness of Kern Co. Details later.

NOVEMBER 4th THROUGH 7th

MEXICAN 1000 ENSENADA TO LA PAZ RUN entries now being accepted. Contact NORRA, Inc., 19720 Ventura Bl., Woodland Hill, Cal. (213) 883-4140.

SUNDAY, NOVEMBER 10th

TT SCRAMBLES by Silver City Scramblers M.C. at Las Vegas, Nev. Dist. 37 pts. For info contact Vegas Cycle Center, 1020 E. Fremont, Las Vegas, Nev. (702) 384-3024.

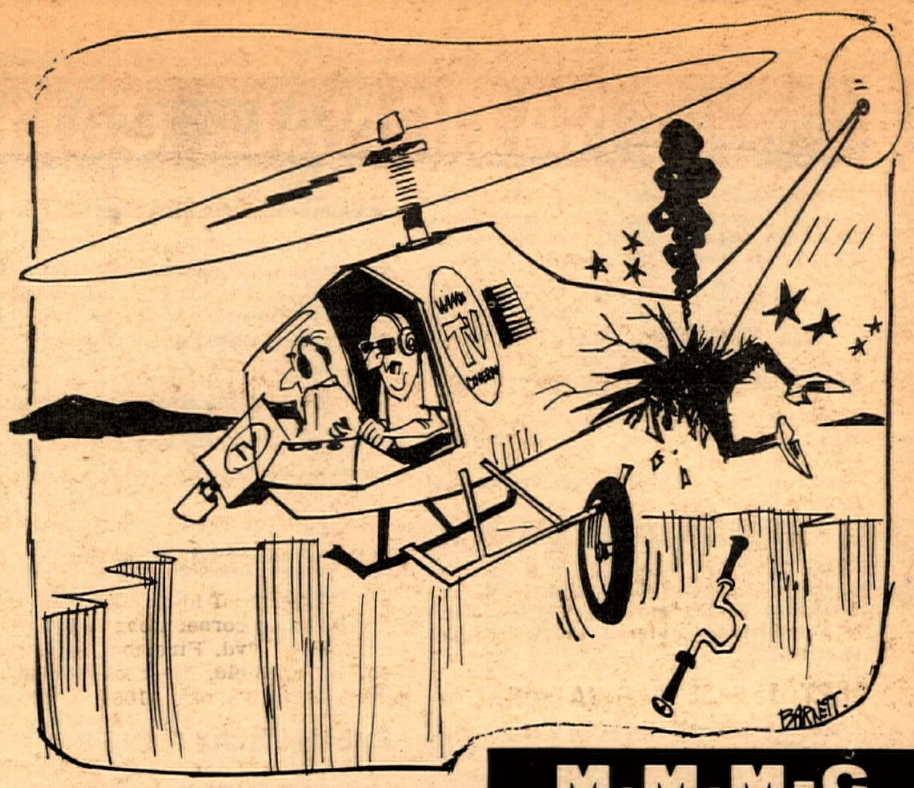
SAT. & SUN., NOV. 23 & 24th

CATTLE CALL RUN by Mary's Men M.C., AMA sanc., SDRRA pt. run. Start finish at Cattle Call Arena, Brawley, Cal. 8 a.m. For info, Mary's Men M.C., 4588 50th, San Diego, Cal. 92115.

SUNDAY, DECEMBER 10th

SOUTHERN NEVADA TT CHAMPIONSHIP by Vegas Valley M.C., Las Vegas, Nev. For info contact Tom's Cycle Center, 1030 S. Main, Las Vegas, Nev. (702) 382-6600.

MOTO-CROSS
SEPT. 15th
SADDLEBACK PARK



"KEEP A SHARP EYE, CHARLIE, THAT DARING CYCLE JUMPER WILL CROSS THE CANYON SOME WHERE ABOUT HERE!"

M.M.M-C
OCT. 5&6
CASH

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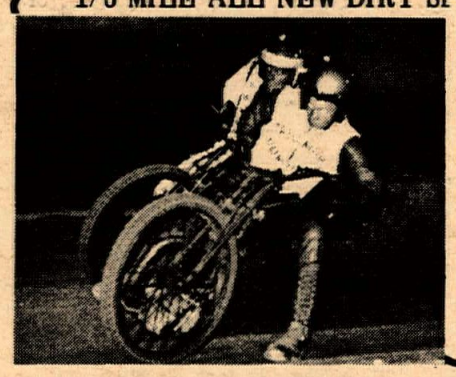

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Take Terra Bella exit east
off Golden State Freeway

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CARLSBAD RACEWAY
(Take Palomar Airport Road off Interstate 5 just So. of Carlsbad, Cal. go East 7 miles.)
FIRST RACE 12:30 ADMISSION $2.50

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VOICES OF THE WEST

MAICO BOOSTER

Enclosed you will find a song I have written regarding the Maico motorcycle. We have recently become a Maico family when my father and uncle each purchased one, thus the idea for this song.

When set to the music of the "Mustang" commercial it becomes the "Maico Makes It" pep song.

MAICO MAKES IT

Only Maico makes it happen
Only Maico makes life great
Maico moves you, Maico grooves you
Maico, Maico '68

Maico 360's are the ones
They're the ones you'll like the best
Rev one up, makes you jump
Maico, Maico does the rest.

It outruns Hondas, Triumphs
And Suzukis you will see
Just you try one
And you buy one
Maico, Maico sets you free.

Friends all say "what a machine,"
It's the best they've ever seen
How they like them
How they buy them
Maico, Maico hits the scene.

Thank you very much.

Sincerely,
DONNA LEE EARNEST (Age 12)
Lompoc, Calif.

("Maico distributor Frank Cooper would probably put you on his payroll if you were a little older, Donna. Thanks for the poetic enthusiasm.")

LAWSUIT PENDING

Because I am an avid motorcyclist and racing fan I have become highly concerned with the information that a lawsuit involving Theodore Dann vs. Gripsters M.C. and Theodore Dann vs. Elsinore T.T. Track is in the courts. I understand the plaintiff is suing each defendant for one-half million dollars.

Does Cycle News have any additional information regarding the progress and/or basis for this lawsuit?

Thank you,

DAVID B. SEAVER
Long Beach, Calif.

("We checked with Maureen Lee, our scrambles columnist, who reports the following: The case is still pending. The Gripsters M.C. have responded to Mr. Dann's summons and are now awaiting his reply. This is the period when the plaintiff's lawyer determines if his client has a case or not and to then to make the next move. At all AMA sporting events every rider signs a release as part of his entry form holding blameless the AMA, the District 37 Competition Committee and the promoting club for loss or injury to himself. Should this case go to court the member clubs of District 37 have voted to support the Gripsters even to the point of financial aid for legal fees should this be necessary. If anything develops Cycle News will keep readers informed.")

BAGLEY BENEFIT RUNS

Thank you for printing the letter regarding the Benefit Run for John Bagley. Three days after I had written to you his wife, Frances, died of a heart attack while visiting him, in Kingman, Arizona. She also rode a motorcycle and went on many of the runs. They have three children 12, 10, and 6 years of age.

The family does need financial help and we do hope that people will support this run as all proceeds will go to them.

DELORIS FRANCIS
Sec'y., Golden Eagles M.C.
Orange Co., Calif.

("We hope there is a tremendous turnout of riders at the Golden Eagles Benefit Run on Sept. 22, especially in view of the latest tragic occurrence. The run starts from Harley-Davidson of Fullerton, 537 W. Valencia, Fullerton, Cal. between 8-10 a.m. For more information call (714) 827-5478, or after 6 p.m. (714) 535-8666.")

SORRY ABOUT THAT

Please print this apology for correction to Stan Smith.

Please accept our apologies regarding the race results 7/21/68 at Carlsbad, California.

I would like to take the opportunity to congratulate Mike Velasco on the 1st place finish. I hope to see the two of you at the next road race.

DAVID G. EVANS
Grossmont, Calif.

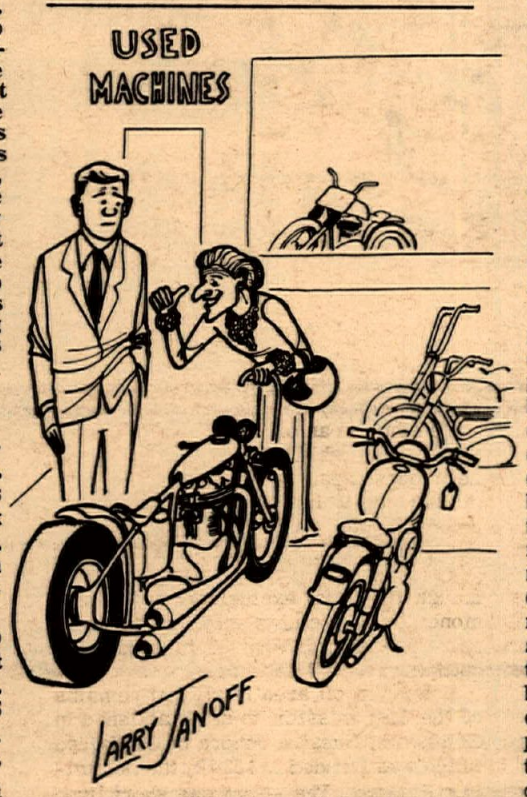
NEW MOTO-CROSS COURSE

On Sunday, Sept. 15 the all new Desert Challengers' Moto-Cross track at Deadman's Point, Apple Valley, California will be open for the first time. Entries will be $3.00, 8 classes will be run (0-125, 126-250, 251-500, 501-Open), with both Jr. and Sr. divisions. Large trophies await the winners. Entries will be accepted until 10:00 a.m., first race at 11:00.

Much time and effort has been put into the 8/10-mile track, over a dozen hairy switchback turns are incorporated as well as water hazards and a sand trap Anyone who has ever been to Deadman's Point can attest to the unequalled visibility provided by the scenic rock formations. Part of the rocks, with a spectacular jump are included in the track. The entire track is fenced and the pit area is inside. Six grandstands are strategically spotted around the course which promises to be an all-time favorite for both riders and spectators.

Adjacent to the track is the Western Street, which includes a large bar, cafe, dance hall and children's refreshment store. Saturday night a dance will be held and Sunday afternoon, following the Trophy Presentation, a repeat of Saturday night's festivities will resume. At the present time the Challenger's do not intend to lease the track out...perhaps later.

Overnight camping is welcomed and plenty of electricity and water are available. Remember the date – Sept. 15 – with the next race on Oct. 27. Come on out and enjoy yourselves. The track is not only completely sprinkled, but a water truck will be in use as well. For more information contact Desert Challenger's M.C., 1215-1/2 Screenland, Burbank 91505. Phone: (213) 845-6448.



"Yes, this is just what I wanted! How much trade in on my short tracker parked outside?"

EAST'S LAST MAJOR ROADRACE AT INDIANAPOLIS RACEWAY PARK

INDIANAPOLIS, Ind., Aug. 28 – An AAMRR National Road Race will be held over the 15-turn, 2.6 mile circuit – the same as used August 4 for the 110-mile National. September 28 will be practice for all classes and modified production races from 125cc to 1000cc.

On September 29, the unlimited classes will run for a $1,500 purse or 30% of the net gate, whichever is the larger. Sidecars are invited and, to date, five Canadian sidecars are entered.

The Sunday races are 200cc combined Junior and Senior, 250 Jr., 350 Jr., Senior, 350 Jr.-Senior, 500 Jr.-Senior, and open Jr.-Senior. Money will be paid through the first six places.

AFM, ACA, CMA, and AMA professional licenses will be acknowledged, whereas to race only an associate AAMRR membership for $3.00 and a weekend license for $3.00 will have to be acquired. Entries close September 16, but post entries will be accepted for additional $5.00. The total two-day entry is expected to run 200 to 300 riders, second only to Daytona Beach in entries.

I.R.P. is goaling for a World Grand Prix at this track for 1971 with larger races planned for 1969 and 1970.

Advance Saturday-Sunday tickets are available for $3.00 for Indianapolis Raceway Park, R.R. 18, Box 116, Indianapolis, Indiana. Phone (317) 291-4090. Entries are available from the Association of American Motorcycle Road Racers, 111 42nd Street, Union City, New Jersey, (201) 867-5900.

UP WITH HODAKA POWER AND LONGEVITY

Those popular stormers, the Hodakas have been given an added shot in the arm with two, newly developed items by Steen's, Inc. An engineered expansion chamber exhaust and high-capacity air cleaner mean extra power, longer engine life and less plug fouling for the ubiquitous lightweights.

The new exhaust cone, which mounts to the stock headpipe, is tuned for good torque throughout the rpm range used in cross-country racing. Both cones of the chamber are well covered with a ventilated heat shield. Priced at $21.95, the exhaust is part no. HTE-90, and is finished in heat-proof, flat black.

The same finish appears on the companion part no. HAF-15, a high volume carburetor air filter which mounts in place of the too-small, stock item, and has added support to counteract the strain of increased size. The washable foam element is the unique Filtron cleaner chosen by thousands of riders and tuners because of its superior ability to protect and prolong engine life. Lack of restriction also permits tuning for maximum power at high rpm. The element is quickly removable for cleaning by spinning off a single wingnut. Because of its size, use of the HAF-15 cleaner necessitates removal or relocation of the Hodaka battery. Price is $14.95; replacement elements are $4.95. Stressing the importance of both items for Hodaka power tuning, the pair are offered as a package deal for $34.95. Orders should request Hodaka Tuning Kit HTK-90, available only from Steen's, Inc., Box 2276, Alhambra, California 91803.

IN APPRECIATION

Mrs. Arlene McAlear and family wish to express their heartfelt thanks to all the racers, mechanics and friends, in their remembrance of Don McAlear, Novice #126r.

GUEST EDITORIAL (TONGUE-IN-CHEEK-TYPE)

By Peter Dworkin

A MODEST PROPOSAL

Senator U.P.U. Tightmore, (R.) of Redundant, Mass. has proposed what may well be one of the most important pieces of legislation pertinent to cycling since spark arrestors.

The Senator suggests that the rising rate of motorcycle fatalities in recent years is clearly the result of improper midriff-suspension procedures on the part of cyclists.

In order to combat the careless and self-destructive tendency of some bike aficionados to ignore common safety procedure, the legislator's new bill would require that all those over the age of 15 yrs. 7 mo., standing a minimum of 5'1", and of lower-to upper-middle-class income, last name A to L, riding class C-1 vehicles (between 74 and 347 cubic centimeter displacement) wear a device he calls the "Safety Waist Strap".

The strap is constructed of 1/8" leather stock, 3" in width, and from 22" to 44" in length, depending on the girth of the cyclist.

At one end, the leather is rounded, and holes are punched 1-1/2" apart starting two inches in from the end of the strap, and continuing from 4-1/2". The other end is provided with a device constructed of a brass-magnesium-titanium alloy rather in the shape of a square through which the punched end of the strap may be passed and fastened by means of a 2" tang which passes through one of the holes provided.

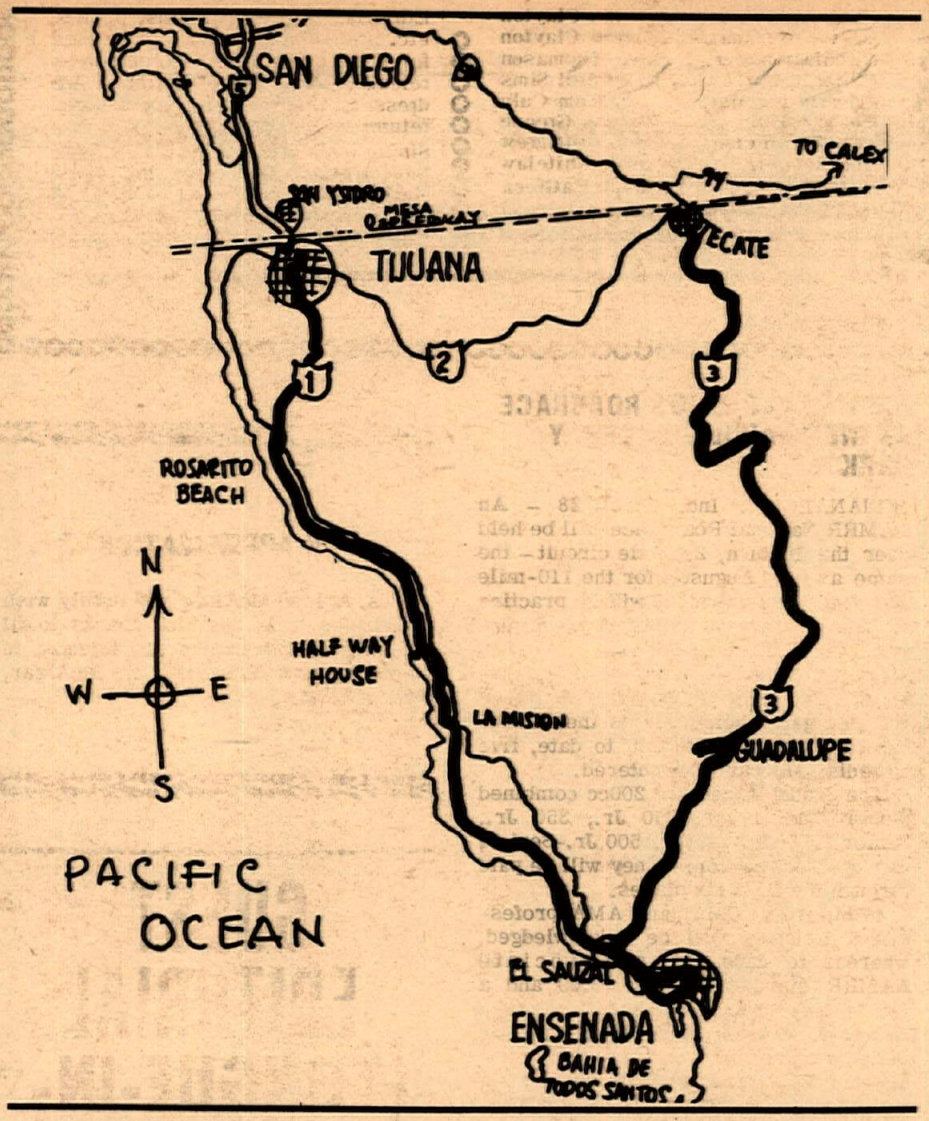
The strap would pass through cloth loops, fastened at intervals around the waistline of the rider's pants. The brass device, or "buckle," would be situated at the cyclist's waist, centered over his navel.

The good Senator points out that one of the most obvious advantages of his new device would be to eliminate worry over the embarrassment suffered when a cyclist loses his pants. When one is not concerned about "dungaree slippage," one can concentrate with more facility on the road, and on handling the motorcycle.

A second advantage would be the encouragement of good posture, lending a "clean and neat" look to the rider. (And who's not concerned about image these days?)

We recommend support of Senator Tightmore's new bill, and suggest that those of you who wish to anticipate the legislation and purchase a waist-strap for you immediate use may order from Tightmore & Tightmore, Inc., Leather and Brass Good, Redundant, Mass.

touring the Guadalupe Loop



Story and Photos by Bill Harmer

In a previous "Baja Tour" we mentioned the little village of Guadalupe which was colonized around the turn of the century by a band of Russians who came to Baja California in search of religious freedom. We had been told that there were farm houses still standing, that were built in old Russian architectural styles, and tow-headed children were still in evidence in this little farming community. As we had committed ourselves to give you a first hand report on this out of the way town, we decided to visit it on the 4th of July holiday. At the monthly meeting of the San Diego County Road Riders' Association, we announced our plans and invited anyone who wished to join us.

At the pre-arranged rendezvous, we met Bill and Linda Jackson who were riding a 350cc Kawasaki, Harry Teachout and Helen Ray on a Harley Davidson 74' and Lawrence Johnson who had just taken delivery, from Andres' San Diego Harley Davidson, of a new 74'. As a token of our Independence Day celebration, we presented each with an American flag decal which was immediately affixed to our windshields. Ten minutes after the appointed hour we headed our BMW south toward the Mexican border. Upon arrival at the Mexican Insurance Office, just before the actual International gate, we found three other bikes, whose owners were purchasing insurance. Natually, we struck up a conversation and found they had read our previous tour articles and they asked if they could join us. Of course we were delighted to have them come along. They were; Al Baumann of the North Island Naval Air Station, on a 305cc Honda, Rick Klain also of the Naval Air Station and his buddy, Burnie Smith on a 500cc Suzuki and a young civilian, John Sweet of San Diego riding a 250cc Yamaha. Thus with seven bikes in our entourage (they got flags too), we headed down the Baja coast toward Ensenada.

Our first stop was the famous Half Way house which is about 30 miles below the border. Here we posed for a group picture and had some refreshments before continuing on toward Ensenada. This was our first experience as leader of a group of cyclists and it made me appreciate the job a good road captain does. Do you realize that if you make a blunder, while leading a caravan, that it is multiplied by as many bikes as are following you? Imagine the embarrassment of this old Baja traveler when he managed, somehow, to get the whole group onto a one-way offramp, going the wrong way.

In the past, it has been possible to get on and off the new expressway toll road almost at will, making it possible to skirt the pay booths but still get the benefit of the beautiful 110 KPH (65 mph) road. Well, now you can forget it as the Mexican officials have blocked off some entrances and built new pay booths at others, thus eliminating the possibility of cheating. We were caught in this new system and had to go on the old road all the way to La Mision before getting on the toll road. This is the only section that is worth the money as it saves you from having to climb the torturous old grade over the mountains thus saving you several miles and perhaps a half hour's time. The toll, collected as you leave the expressway, just before entering Ensenada, is 3 pesos or 24¢ which is pretty close to a penny a mile.

Ensenada was booming with tourists from the States, so we parked our machines, locked our saddlebags and with helmets in hand started out to see the town. We attempted to hire a diminutive boot black to guard our bikes at the rate of $1.00 per hour. His business must have been pretty good because he refused but offered to polish our boots for a dime. Linda Jackson took him up on it and got a pretty good job, but he took 8 minutes which would mean that he could make about 75¢ an hour shining shoes. He must count on some big tips from the Gringo tourists, although he didn't get one from us.

We located a nice, clean-looking, Chinese owned restaurant where they pushed three tables together so all eleven of us could sit together and we had a fine meal. After agreeing to meet at the bikes in an hour we separated into groups to go "shopping". The navy boys went in search of fireworks, the women were attracted to the jewelry stores and we all found interesting items to examine and price. Lack of space in our saddle bags prevented many purchases. Ensenada is undoubtedly the cleanest and most charming city in the state of Baja California. It is easily reached over highways that compare with those in the U.S.A. so whatever else you do this year, don't fail to go on the Cycle News' sponsored tour to Ensenada this year. The date will be announced soon so keep watching for it in this paper. The quaint, "Old World" atmosphere and the gracious hospitality of the Mexican people will completely captivate you and you will learn to love the country as we do. The prices of the many items in the "Free Port" stores will please your pocketbook and you'll also wish that you had more room in your saddlebags. Miss your birthday, Thanksgiving Day and Christmas if you must, but whatever you do, don't miss the Cycle News Ensenada Tour.

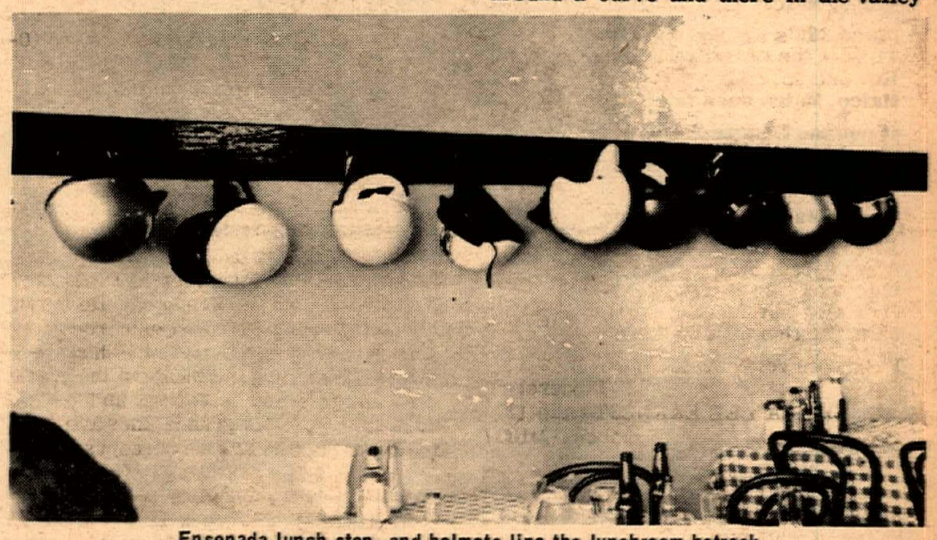
Reluctantly, we left Ensenada and pointed our caravan north to the junction of Mexico highway 3 at El Sauzal, a distance of about 6 miles. We turned off on 3 towards the northeast. Highway 3 is an excellent highway which has been paved for about 7 years. It winds gently through lush vineyards and olive groves and we notice that the air is becoming increasingly dry and warmer and little whirl winds are seen spinning dust devils along the edge of the highway. Some 17 miles from the junction there is a dirt road going west which, although unmarked, appeared well traveled so we inquired at the tiny gas station and found that it indeed was the road to the village of Guadalupe (pronounced; gwah-da-loo-pay). This little farming community is situated along the Guadalupe River, which is generally dry. Besides the verdant winegrape vineyards and dusty green olive orchards the valley produces a good annual wheat crop. After a 1 mile ride on a well travelled but extremely pot-holed dirt road we parked our motorcycles abreast, taking up more than half of the broad, tree lined main street, and posed for another group picture. As mentioned before, the temperature was rising and without benefit of a thermometer, we estimated it to be in the 90 degrees so when someone spotted what appeared to be a grocery store, the entire group converged upon it, to get a soft drink. There were some in an old refrigerator and the Indian girl behind the counter told us to help ourselves. A couple of the boys dished out 9 large bottles and Larry Johnson, who speaks Spanish, inquired about the price. "Un peso cada uno" was her reply, which is just 8¢ each. Although they deal exclusively in Mexican money in this remote area, she accepted our 72¢ admonishing us to return the bottles.

A leveled off area is all that remains of the last mission to be established in California, Nuestra Senora de Guadalupe which was founded in 1834 by the Dominican Fathers. The effort was short lived and the mission was abandoned after an Indian raid in 1840.

Around the turn of the twentieth century, a group of Russian farmers founded a colony here in search of religious freedom. The colonists built their homes and out buildings in the old Russian style, wore long beards and bathed in old country type sauna baths. Up until a few years ago the old colonists were in evidence but they are dying off and their offsprings have intermingled with the Mexicans or moved to Ensenada or the U.S. As we were leaving town however, the roar of our seven cycles attracted much attention and we were rewarded by the sight of a couple of little tow-headed children running out to their gate to view the passing parade.

Taking the lead position out of town, just after we had hit an extra big pot hole, dead center; our followers set up a clamor of horn blowing so we stopped. We found that our styrofoam drink cooler which was strapped on our luggage rack had literally exploded, scattering ice and cans of cold drinks all over the road. Our friends thought that our motor had blown and the shiny cans were engine parts flying out. At this point my wife stated that it wouldn't be very difficult to sell her a big Harley, after seeing the smooth way those 74's negotiated the horrible Guadalupe main street. With the temperature still soaring and our cold drink supply all but ruined, one of the young sailors was heard to remark, "I sure wish there was someplace where I could take off my thermal underwear". He was just back from Guam and had been having difficulty keeping warm but he admitted that at last it was hot enough.

After another 48 miles of beautiful mountains and lush valleys we swung around a curve and there in the valley below lay the little border town of Tecate. It is difficult to learn for sure how Tecate became into existence, but some say it was a watering place for the old San Diego and Arizona Eastern R.R. which still plays an important part in the economy of the town. The principal industry, however, is the famous Tecate brewery which is one of the largest in Mexico. Besides the Tecate brand they also manufacture Carta Blanca and other labels here. The border gate is open from 8 a.m. until midnight. After a stroll around the plaza and another futile search for firecrackers, we filed by the U.S. Customs inspector who gave us only a token question, and we headed west. After a mile or so we hit State 94 and were back on familiar ground. A few miles more on 94 and we stopped at Barrett Junction to partake of their perpetual "All you can eat" fish fry. Better acquainted now, we spent a pleasant hour hashing and rehashing our day's tour, the young sailor used the rest room to remove his thermal underwear. Everyone agreed that the "Guadalupe Loop" tour was a success, and as we separated to go our individual ways, we felt richer for this experience made possible through the medium of motorcycles and motorcycling. We'll gamble that the friendships started on this little informal tour will be renewed on the Cycle News Tour next Fall.



Ensenada lunch stop, and helmets line the lunchroom hatrack.

A pause to refresh in the little farming community of Guadalupe.

RONNIE RALL FLIES ON A BENELLI

FOR DEALER INFORMATION IN SELECTED AREAS
Write: Jesse C. Levine National Sales Manager

COSMOPOLITAN MOTORS, INC.
Dept. A., 5521 Wayne Ave.,
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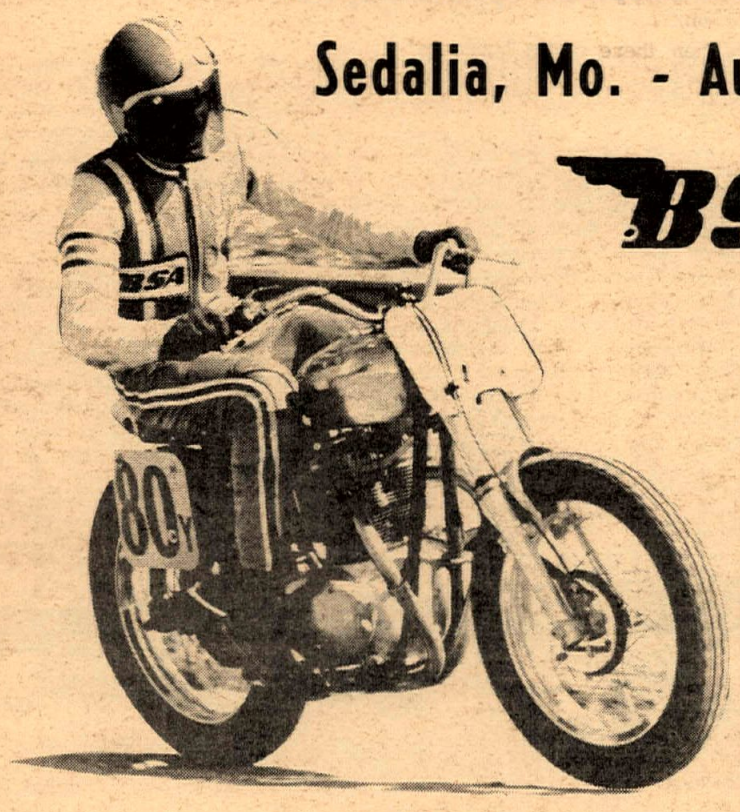
JOIN THE WINNING SINGLES FROM THE BOLD WORLD OF BSA

JIM RICE TAKES 4th NATIONAL CHAMPIONSHIP WIN

WINNER 8mi. AMATEUR

NATIONAL CHAMPIONSHIP

Sedalia, Mo. - August 25th



BSA

SWEEPS ASCOT PARK

EXPERT MAIN EVENT

1st RALPH WHITE - BSA
2nd PHIL TODD - BSA
3rd CHUCK JONES - BSA
4th TIM HARRIS - BSA
6th DeWAYNE KEETER - BSA
7th RON KRUSEMAN - BSA

PLUS

AMATEUR MAIN EVENT

1st GEEZER EMICK - BSA

BOLD NEW STYLING IN A HIGH PERFORMANCE LIGHTWEIGHT

This is the lightweight with the big bike performance. This is the O.H.V. single that makes like a twin The Starfire looks and acts like a bike with twice the displacement.

New square finning on engine barrel improves the cooling as it shapes up like a much bigger mill.

At a price well within the reach of cycle sport fans the Starfire offers you all these features: 10-1 compression new full-width front brake new ignition contact breaker forged one-piece crankshaft Super-Sport camshaft.

For the best in 250 performance it's the Starfire 250.

SIDEWINDERS TT

JACK MOTT AND THE

BSA

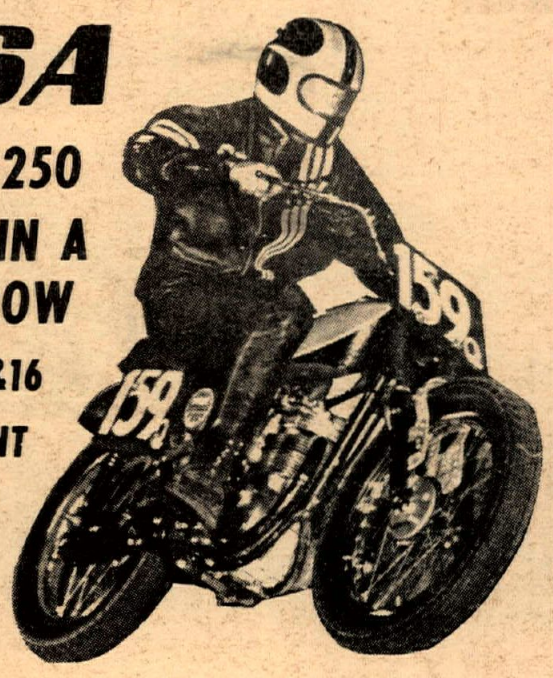
STARFIRE 250

WIN TWO IN A ROW

August 9&16

NOVICE MAIN EVENT

PLUS TROPHY DASH



BSA 441 WINS

Perris TT Scrambles

8/25/68

500 Novice Class

1st JIM HARNISCH - BSA

Adelanto TT Scrambles

8/18/68

500Novice Class

1st M.M. CLARK - BSA

SEE YOUR BOLD WORLD DEALER TODAY

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PEORIA TT (Continued from page 1)

Amateur #57m Danny Ware from Lawton, Okla. won his heat, ran second to California's Mark Brelsford in the 10-lap final.

A solid fourth place finish in the 20-lap TT National went to Illinois Expert #48 Jim Corpe.

Bart Markel, Dick Mann, Sonny Burres and Jim Corpe were the super-rapid stars of the weekend's 22nd annual Peoria National Championship TT, held in hot, muggy weather in the heart of Illinois. But Nixon's sixth place finish was viewed with almost as much excitement by knowledgeable members of the crowd as the thrilling Mann-Markel duel. Gary gained a few more points than his road race rival Cal Rayborn who came in 8th, and both men, currently 1st and 2nd in the points race, showed considerable TT improvement. Cal has been developing his latent flattrack skills lately, too, in an effort to match Gary on the dirt. Rayborn won the short track feature at nearby Springfield the night before the TT, against highly experienced competition. So it appears that Nixon will have to call upon all his expertise in the half-a-dozen Nationals left in the season if he is to keep his erectile Number One out front.

Tremendous Turnout

After the rain-out of Santa Fe Speedway's Short Track National the Friday before, everybody was race-hungry for Peoria. We estimated 15 to 20,000 spectators sweltering around the course, which one racer described as "a half-mile with a bump in it." True, there was an absence of right-hand turns in the Peoria course, but it was a tricky test of TT talent nevertheless.

The jump had to be taken while turning left, and the 4th corner threw more than one TT-er for a loop. California's spectacular Amateur Jim Rice got off there in the final without serious damage, but had to be helped to the pits.

Mark Brelsford ran away with the Amateur show on his Triumph from San Bruno, Calif. Another heat winner besides Brelsford was Jim Jones, part of a 4-man racing contingent from Washington state who looked very good on his BSA.

Markel, Mann Mix It Up

It was the remarkable Mr. Markel who astonished the fans by setting fast time in qualifying on a 900cc Harley-Davidson. Dick Mann looked likely to repeat his previous year's win for the first few laps of the final. Mann leaped to the forefront and conducted the race his way until his BSA started missing and Bart took it away from him. Despite the sour engine, Mann made a race out of it and the fans cheered eagerly for their favorite as the BSA and the Harley seldom ran more than a length apart for the rest of the chase.

Meanwhile, back in the pack, Nixon, who started out 9th in a field of 10 was starting to move. He picked off Skip Van Leeuwen, then Fred Nix and Rayborn. But he couldn't catch Dallas Baker, and it was a long way from Dallas to 4th place Corpe. Corpe and Burres dueled tightly and then there was a long gap to the leaders.

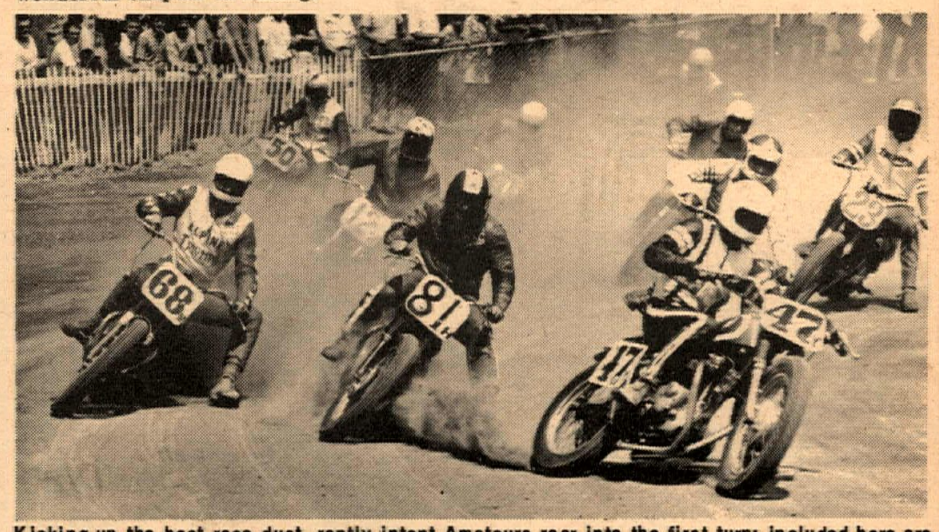
Wow! Dan Haaby, looked good traversing the Peoria course by leaps and bounds, but failed to gather any points.

Crossed flags, and #4 Bart Markel has reached the halfway point to 23rd National Championship victory.

In 20 laps it was history. Bart Markel had won another National Championship, his 23rd, very close to Joe Leonard's all-time win record of 27 for the sport. Nixon widened the points gap and the Peoria M.C. closed the book on another wonderful chapter of racing.

The last word, however, belonged to The Almighty. As soon as the checkered flag flew, the clouds echoed with lightning and the heavenly water wagon dumped about a million gallons on the fleeing racefans, ending the weekend in soggy confusion.

(Results on page 20)

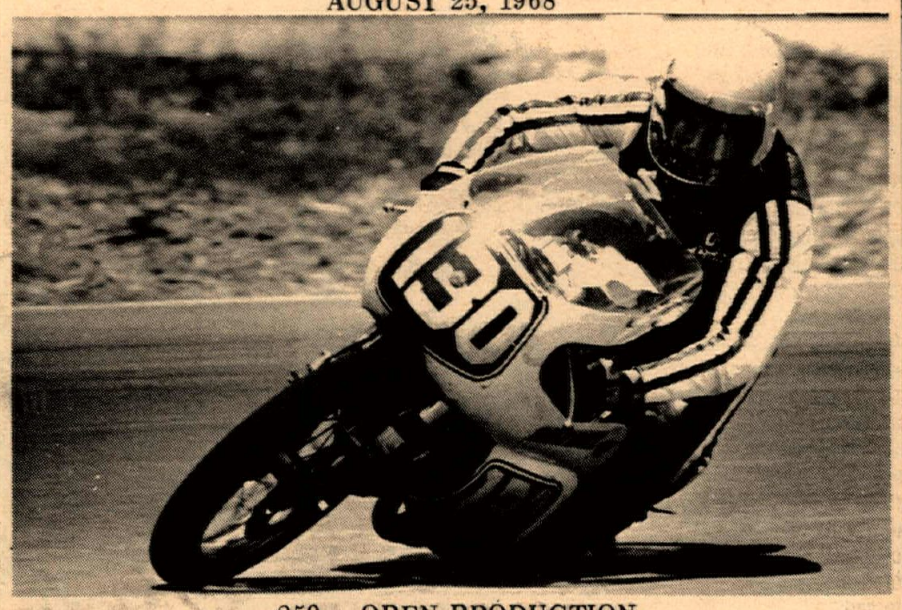


Kicking up the heat race dust, raptly intent Amateurs roar into the first turn: included here are eventual feature winner Mark Brelsford (47y), Emerson McCall (81h), Don McClung (12h), George Stirber (50r) and Billy Kennedy (23f).

Suzuki makes it!

VICTORY!

WESTERN CANADIAN CHAMPIONSHIP ROAD RACE
AUGUST 25, 1968



250 – OPEN PRODUCTION
1st T. KELLOWS – SUZUKI TR250
2nd M. NEIBEL – SUZUKI TR250
3rd DON EMDE – SUZUKI X6

TT SCRAMBLES – PERRIS, CALIF. – AUGUST 25, 1968
100cc EXPERT CLASS
1st DAVID ALDANA – SUZUKI
100cc AMATEUR CLASS
1st DALE HOPKINS – SUZUKI

ORANGE CO. SPEEDWAY – AUGUST 21, 1968
100cc TT MAIN
1st DAVID ALDANA – SUZUKI
2nd JIM RAYMOND – SUZUKI
100cc TROPHY DASH
1st DAVID ALDANA – SUZUKI

ADELANTO TT SCRAMBLES – AUGUST 18, 1968
100cc NOVICE CLASS
1st BILL HARDON – SUZUKI
100cc AMATEUR CLASS
1st DALE HOPKINS – SUZUKI

SUZUKI

U.S. Suzuki Motor Corp.
13767 Freeway Drive
Santa Fe Springs, Calif.

PIERCE WINS BAKERSFIELD OPEN EXPERT

Matchless-mounted Mike Keen (28) thrust his machine under #212 Mike Middleton's Triumph and won the Open Amateur event.

Open Expert winner #211 Ron Pierce has the situation well in hand.

By Ernie Winslow
Photos by Jack Light

BAKERSFIELD, Cal., Aug. 10 – Ron Pierce, the latest hotshoe sponsored by Custom Engineering found his winning form this weekend. Friday night Ron made the trip to the Hanford race track and proceeded to trounce the riders from the Fresno area. The next night the boys showed up in force at Bakersfield to avenge their wounded pride. To add insult to injury Ron and the yellow and purple Triumph took their measure again. The consoling fact for the northern riders was Pierce was the only Bakersfield rider to make the Open Main. Lannie Mays and Keith Thomas of Fresno, also Triumph mounted, waged a terrific fight for second place with Mays emerging the victor. Bob Leppek on his blue and white "Hamm's Special" unloaded in the back chute and when the dirt and knobby tire tracks were washed off, Bob was found to have a broken hand and will be sidelined for about six weeks.

Matchless Makes It

The Open Amateur bash found Mike Keen and his potent Matchless slipping under Triumph rider Mike Middleton in the right-hander to snatch the victory. After much gear-missing and banging around by the other riders Bobby Owens of Porterville and Bakersfield's Jim O'Hara found a narrow opening on the last lap and came squirting through the pack to win the trophies in the Open Novice class.

Art Swortfiguer and one of the hardest running Hondas in District 35 had such an easy time in the 350cc Novice go Art had time to smile and wink at the cameraman. Larry Garban (Bultaco) and Ray "Legal Eagle" Yinger (Husky) finished second and third.

The lightweight Expert affair found Randy Smith (Bultaco) edging Mike Lane on his Yamaha single. All the riders in this Expert class deserve a trophy every race as they stage some of the most competitive programs throughout the season. The fierce duel between Stan Mills and Steve Davis continued in the 250cc Amateur class. First place in the last few races has been decided about 10 feet from the finish line. Stan was the winner this time but Steve and his Bultaco will be out for revenge next race and try to even up the score against the Mill's Montesa.

Easy Win For Johnson

A field of thirty riders were on hand for the lightweight Novice program and four trophies were awarded. Jeff Johnson and the Royal Enfield turned in such a smooth performance it was hard to believe that Jeff was engaged in a race not a Sunday ride. The Amateurs better be on their toes as this will probably be one of Johnson's few remaining races as a Novice. The other trophy winners were Ken Green, Jr. (Kawasaki), Steve Colby (Bultaco), and Myram Kitchen (Yamaha).

In the 200cc Amateur/Expert race Jimmy Maxwell held off the late surge of Expert Frank Roseberry to save the Sprockets the price of a trophy. Maxwell is one of the better Amateurs in the District as proved by his previous wins against 250cc Amateurs. The Novices found the Bridgestones were the machines to beat as they have been in the last four races. Gil Robbins on Griff's Motorcycle Bridgestone turned in another easy victory and more than likely slid himself right in with the Amateurs. Also Bridgestone-mounted was Don Bacot in second place.

The 125cc Amateur/Expert contest was once again "ring around the rosey" with the Roseberrys, Joe and Frank, doing the ringing. These two continue to have the fastest Kawasakis in this part of the state. Joe again defeated Frank and the top Amateur was Dana Thompson aboard a very strong Suzuki. The 90cc Novices were out in full force with Ken Green Jr. picking up one of his two trophies for the evening. Ken was also riding a Kawasaki. Second place went to Ron Powell on a Yamaha. Art Carter again picked up gold at Sprockets Park with a third place trophy.

(Results on page 20)

CYCLE-LAND SPEED FEST

CHICO, Cal., Aug. 17 – There were 39 north state riders turning up Saturday night for the weekly flattrack events at Cycle-Land Speedway.

When the dust settled after the 250cc handicap main, there had been only one accident to mar the 19 heats and Mains. Joe Anino of Fremont, Novice Harley-Davidson rider, went down and was hit in the back during the 250cc semi. Anino was taken to a local hospital; however, no reports on his condition were available immediately.

Winning the final race were Manfred Heyrend, Oroville, and his Yamaha 250, who led the entire time. Right on his heels, but unable to catch Heyrend during the eight laps was Ray Vatne, North Highlands, on a Harley. Bob Vaughan, Oroville, took third spot on his Honda.

There was a real upset in the 250cc handicap Main when Dick Turner, Expert from Red Bluff, couldn't get his roaring Honda around Tom Jones of Chico, who was riding a Yamaha. Turner had to settle for second place (an unusual spot for him), but he did manage to win the 200cc scratch race.

Coming in third was Mike Rockwell, Oroville, on his Yamaha 180.

With a 15-year (it's now 20) handicap in the 100cc Main, Francis Ladara of Gridley won the brass and a kiss from Oroville's Ada Keyes, trophy girl. Walton Burris, North Highlands, on a Moto-Beta was second and Dennis Mayhew of Willows was second. Ladara and Mayhew both ride Hondas.

There are six more of the popular races in this summer's season.

(Results on page 20)

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WHITE WAILS TO WIN IN ASCOT HALF-MILE FINALE

By Carol Sims
Photos by Dennis Greene

GARDENA, Cal., Aug. 23 – For ten years, professional AMA half-mile has been a Friday night fixture at Ascot Park. Last week saw an era draw to a close. Beginning August 30, the regular Novice, Amateur and Expert dirt track program will be replaced by the newly-revived and enthusiastically received Class A JAP and Eso speedway show of the National Speedway League.

Rapid Ralph White rode his BSA to come-from-behind first place finish in final weekly Ascot half-mile go. Class A 500cc speedway bikes will be competing on a 1/5-mile oval starting Friday night, Aug. 30.

Running on a specially designed crushed rock cushion fifth-mile oval that utilizes parts of the existing front straightaway, quarter-mile track and infield, the exotic fuel-burners are expected to increase spectator interest and provide something different for the riders as well. But more on the new program later...

Ralph Roars

Last Friday's half-mile event found Ralph White (BSA) in beautiful form. He won his heat race handily and then, with style and determination, fought his way from fourth place to a close win in the 15-lap Expert Main Event over fast-moving early leader Phil Todd (BSA).

Another two-man battle took place for third spot between Chuck Jones and Tim Harris that kept the crowd entranced. Jones is certainly no stranger to strong finishes at Ascot, but Harris turned in by far the finest performance of his yet-young Expert career. Riding the Sonic Weld BSA twin tuned by Ray Hensley, Tim passed Jones for third at one point, and pressed his more experienced foe fiercely throughout the final.

Harris Impresses

Especially impressive was the fact that Harris rode a practically stock

Goin' Geezer Emick (BSA) got by all the other Amateurs to score impressive 10-lap win.

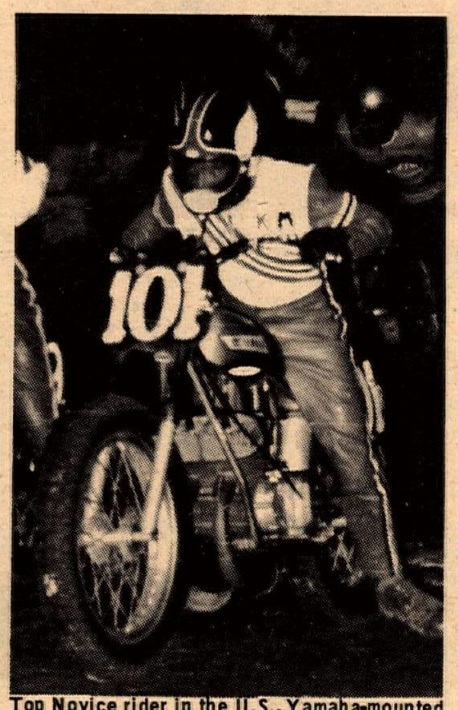
twin, as opposed to Jones' rapid BSA Gold Star single, and gave great promise of things to come.

Favored Mel Lacher, point leader and big money Main Event winner of the season, found that Friday just wasn't his night. After a swift heat race win he unexpectedly slid out in the Trophy Dash, and Clyde Litch (Triumph) went on for the win over Todd and Amateur Alex Chinowski (BSA), who has qualified for the glory race three weeks in a row.

Lacher Unlucky

Lacher's Harley hadn't quit running when the two parted company, and lay revving its heart out in protest until Mel could scramble to his feet and shut it off. Despite a quick tear-down, the machine failed to make the Main Event lineup.

DeWayne Keeter, second in points and always a threat, wasn't faring too well either, and only by winning the Expert semi did he line up for the Main. Bruce Holland (Triumph), second in the semi, wound up 5th in the final ahead of Keeter (BSA), Ron Kruseman (BSA) and Larry Earhart (H-D). Neither Litch nor Paul Conserriere (H-D) finished the feature.



Top Novice rider in the U.S., Yamaha-mounted Keith Mashburn, lived up to expectations and won both his heat race and the 8-lap green-plate feature by a sizable margin.

Another point leader, Amateur Tom Rockwood (Triumph), was unable to compete in the last regular half-mile event due to mechanical difficulties, leaving the field wide open. Don Harms hurled his Harley into the lead at the start ahead of Bill Cody, also H-D. But Geezer Emick had his own ideas on the matter, taking over second on lap two and, after a good fight with Harms, grabbed the lead with three circuits to go and held it, despite all Don could do.

Steve Pederson (Velo) wound up ahead of Chinowski, Cody and Rick Elisarraras (H-D).

Mashburn Again...And Again

There were no surprises in the Novice division. Top green-plate rider in the nation, Keith Mashburn, enhanced his already formidable reputation by ripping to fastest heat race win and wire-to-wire victory in the 8-lap final. At the flag, Keith had built up over a half-a-straightaway lead over Randy Smith (Suzuki), Terry Donaher (Yamaha) and Rudy Galindo (Yamaha).

And so the curtain fell on an abruptly-shortened Ascot half-mile season – with mixed reactions. But according to promoter J.C. Agajanian, the dwindling number of riders and spectators made it economically impossible to continue. This is not to say that no more half-mile events will be held at the famed Gardena oval. Aggie still intends to run AMA-sanctioned TT, half-mile and short track races at regular intervals.

The New Scene

But the interest shown in Class A racing in recent weeks at Whiteman Stadium in Pacoima on Saturday night and at Trojan Raceway in South Gate on Sunday evenings prompted the change-over. Admission and purse set-up will be different too. Riders are to compete for an $800 guarantee against 40% of the gate, and spectators can see the action for $2.50, a dollar less than the price of a half-mile program, with kids 8 to 12 $1.00 and those under 8 admitted free.

The slidy 500cc speedway bikes are slated to run a swiftly-paced 21-event show comprised of heats, semis and a Main Event. Come on out to Ascot Park, 183rd and Vermont, Friday night for the all-new happenings. Action starts at 8:15 p.m.

(Results on page 20)

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NIX NAILS SHORT TRACK TITLE

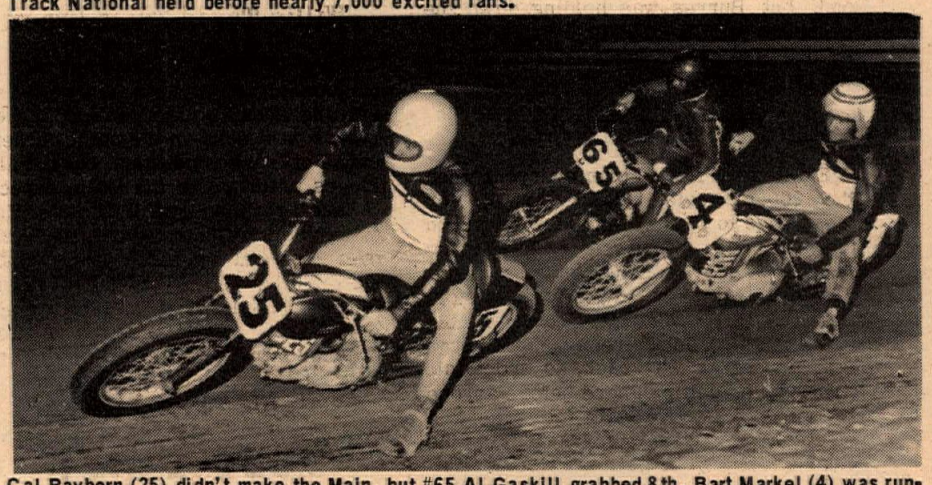
Four times a Santa Fe short track season champion, Harley-mounted #95 Fred Nix (95) has never been able to capture the National title event...until this year. Here he leads the semi after setting fastest qualifying time and taking fast heat race honors, too. Following are #38 Chuck Palmgren, #25 Cal Rayborn, #45 Darrel Dovel, #22 Dan Haaby, #4 Bart Markel and #18 Mert Lawwill.

Trophy time, and Fred Nix has his hands full trying to accept congratualtions and balance all the gold. Awards are for 25-lap Short Track Nat'l and fast time. Runnerup Bart Markel (4) didn't stick around for the picture-taking session.

#47y Mark Brelsford (Suzuki) led all ten laps of the Amateur final. Behind the Californian in this shot are fifth place finisher #32s Mike Anderson (Triumph), runnerup #57m Danny Ware (H-D) and #80e Bob Maiers (H-D), who took 6th.

First off the line and first to the flag, #95 Fred Nix gets the jump on the field at start of Short Track National held before nearly 7,000 excited fans.

Chuck Palmgren (38) took 5th, Dick Mann (2), 3rd, Ronnie Rall (52), 4th.



Cal Rayborn (25) didn't make the Main, but #65 Al Gaskill grabbed 8th, Bart Markel (4) was runnerup to Nix in feature event.

Story and Photos by Gary Fleetwood

HINSDALE, Ill., Aug. 21 – After a rain-out of the AMA National Championship Short Track race scheduled for Saturday night, August 16, the show finally got off the ground last Wednesday.

A big crowd was in attendance and all the point-hungry Experts and Amateurs were on hand to do battle at the picturesquely situated Santa Fe oval in the suburbs of Chicago.

Two Expert semis decided the final 12-man lineup for the feature, with Neil Keen (Yamaha) winning the first preliminary event over Gene Romero (Yamaha) and Dick Mann (Ossa). Steady Freddie Nix (H-D) captured the second semi ahead of Chuck Palmgren (Triumph) and Bart Markel (H-D).

Markel Only Threat

Then Nix piloted his Sprint to first place in front of a star-studded field of other Expert speedsters on the well-groomed quarter-mile. He succeeded in holding off second place finisher Markel, who was his only serious challenger for the entire distance.

Dick Mann's Ossa was first to break the Harley domination with a third place finish. Then came Ronnie Rall on a BSA, Palmgren, and the current National point leader, Triumph-mounted Gary Nixon.

Keen Crashes

Neil Keen, a Santa Fe favorite and pre-race selection of many railbirds, unloaded on the first lap in the middle of the pack, but escaped unhurt.

Second man in National points, Cal Rayborn (H-D), won his heat race but failed to transfer to the National through the semi.

California's Mark Brelsford took the Amateur honors on a Bultaco, ahead of Danny Ware and Larry Darr, both H-D mounted.

(Results on page 20)

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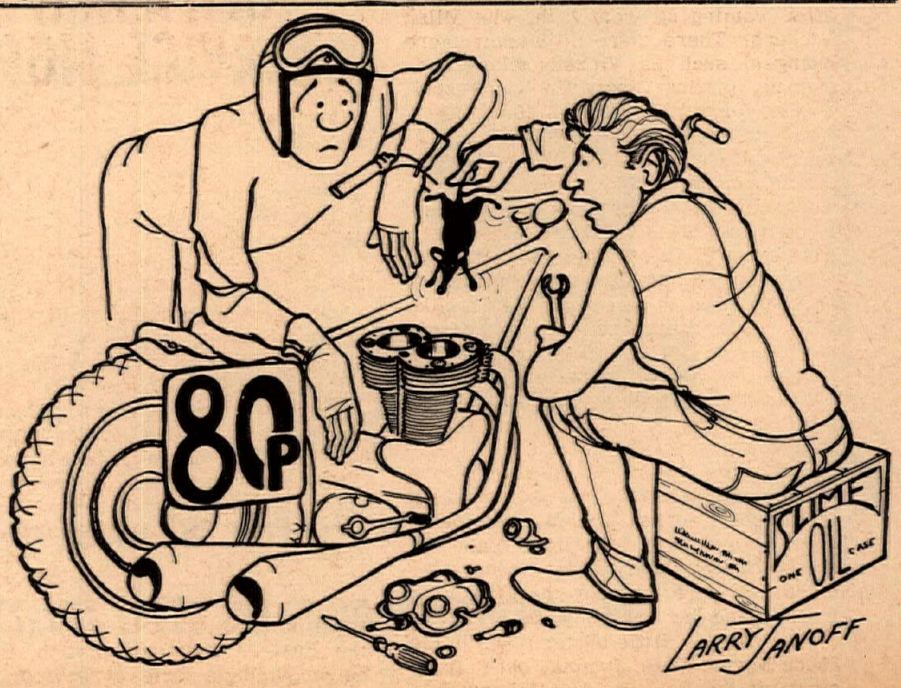
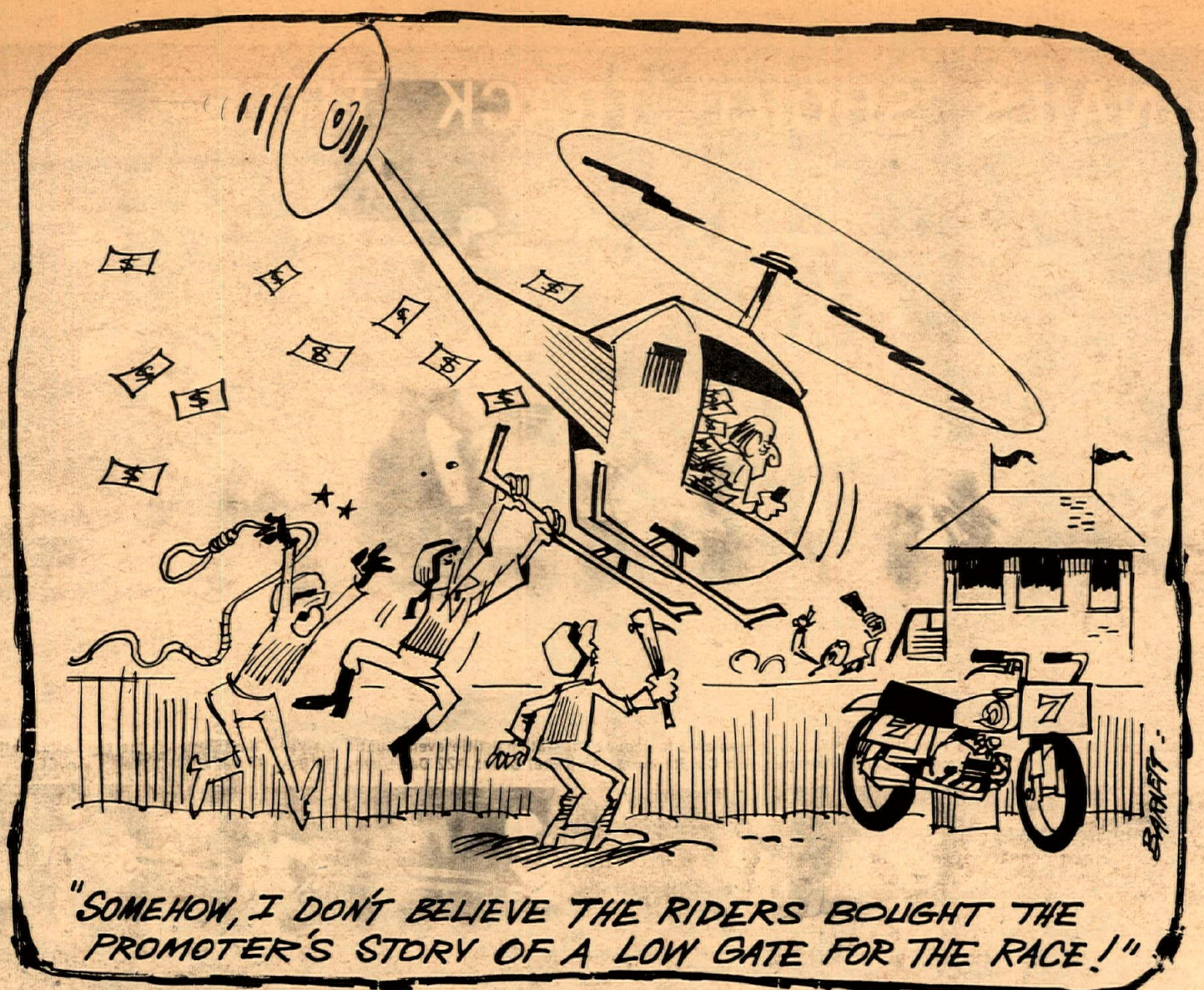


"You wondered why it was running ratty?"



"SOMEHOW, I DON'T BELIEVE THE RIDERS BOUGHT THE PROMOTER'S STORY OF A LOW GATE FOR THE RACE!"

WILLIS TAKES SACTO 250cc EXPERT CLASS

By Lisa Willis

SACRAMENTO, Cal., Fri., Aug. 16 – Well, racing fans, here we are, back for another night of good racing at Sacramento National Raceway. And since they always start with the smaller ones first, so goes the 100cc Novice Main.

Walton Burres was off the line in front with Bill Strange in second, pushing hard. They rode in this order for three laps, then Strange took over the lead. Meanwhile, back in the pack Ronnie Blackman was in third, and trying to get into second, but Burres was holding down the runnerup spot, with no thought of letting anyone else by. And they rode to the finish in this order.

Good Novice Go's

Excitement flowed over everyone when the 200cc Novice Main started. For these boys to be just Novices, they put on one of the best shows of riding for the night. Off the line first was Larry Beaty, followed by #13H, with Sparky Pinola running third. Now here is where the show started; John Green came through the pack from way back, to shoot into first place, getting there before anyone knew he was even in the race! He stretched the lead way out, leaving the chances of anyone getting by very slim. Still running second was Bates, but Sparky went down. Now running third, after coming up from fifth, was Milan Vickers. There were still many more changes, such as Vickers taking over second, putting Beaty in third spot.

Now for a puzzle, the 100cc-200cc Amateur/Expert Main Event. There are three different classes – 200cc Expert, 200cc Amateurs and 100cc Amateurs. They still receive a trophy for winning in their own class. It started with Merrill Beidleman (Expert) followed by Ralph Gutierrez (Amateur) on a Bultaco in second. Then in third spot came Mike Ellis (Expert) from the 25-yard handicap line. On the third time around Ellis roared into second ahead of Gutierrez. Ellis didn't slow down, because he went right on through for the win, leaving Beidleman second.

Meanwhile the 100cc Amateurs were having their race for first spot, in which Pat Rooney worked his way into fourth overall, and also into first place for class trophy. This win for Rooney also made him sure man for the high point trophy, and he certainly deserves it.

Now came a little bigger bikes in the 250cc Novice Main. Jumping out in front right off the line was Jeff Holman, followed by Sam Whitie. Then a quick change and Don Coleman shot into first place. This put Holman second and Whitie third, pushing hard for that runnerup spot. And after a short time Whitie did just that, took over second. What little this guy lacks in horsepower he makes up in skill.

The 250cc Amateur Main found Jerry Pratt taking the lead right off the line, only to have Jimmy Roder (half of the father-son racing team) come into first down the back chute, and Dick Lewis followed, putting Pratt into third. Then Lewis dropped back, Pratt moved again into second spot and began pushing hard for the lead, finally getting by Roder for first. Lewis also made his play for second and got by, relegating Roder back into third, and that's the way it ended.

Willis Takes 250cc Expert

Gary Willis, Harley-mounted from Sacramento, went down in his heat while running ahead of the pack. Many other riders went down in the same corner because of track conditions, but not all the riders returned to the Main, especially to take first place, as Willis did. He had to work his way through the field to take over the lead, but after getting there on the third lap he held it well to the finish. George Carter wound up second and Ray (Hole Shot) Vatne, also on a Harley, finished third. Though trying for second, Ray not able to get by Carter.

(Results on page 20)

GOSLEE NEW KAWASAKI SERVICE MGR.

Don Weagel, Sales Manager for Eastern Kawasaki Motorcycle Corp. has announced the appointment of Al Goslee as Service Manager. Goslee, who has excellent experience in motorcycle service operations, has conducted Service Schools at the college level for the benefit of high school automotive instructors and recently conducted a series of night adult service schools in the Los Angeles area.

For a number of years Goslee was connected with a large retail motorcycle operation as Service Manager. Subsequently he was Service Representative for one of the largest motorcycle distributors in the U.S. He is also well-known as a racing tuner who has prepared engines for a number of nationally known riders.

Goslee, 33 and married, is bringing his wife Lois and their family (3 girls and a boy), to reside in New Jersey near the Eastern Kawasaki branch. He will be conducting a series of Service Schools throughout Eastern Kawasaki territory.

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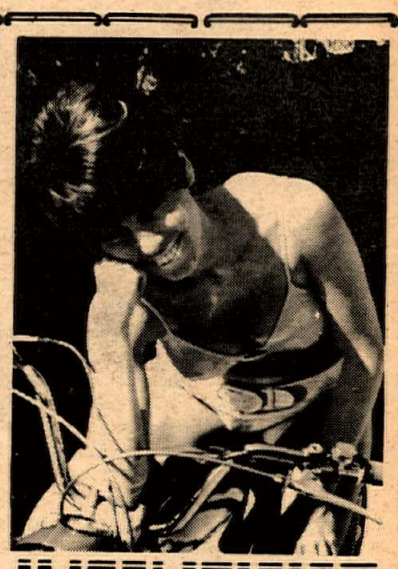

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THE VIEWFINDERS TRY A NEW THING

Story and Photos by Maureen Lee

PERRIS, Cal., Aug. 25 — The snivelers stayed home but all the 240 entries who did show up at Perris had a ball including some who snieveled all week but found they couldn't stay home Sunday.

The Viewfinders tried out the European mass start for just a regular Sunday TT scrambles and threw a total of 13 races. Tiddlers went 10 laps and bigger bores 15 and what had been the biggest fear – crashes in the first turn – didn't happen but once and that was in the 500-Open Expert class! All us Novices got away clean! The chap who did unload in that class should apply for a Screen Actors Guild card for his performance of "Oh my leg" until the ambulance moved out, the race was stopped and he sprinted for his scooter to line up for a second try.

You must forgive the results for this race; have you ever LOOKED at what a mass start 15-lap score sheet looks like? But the Viewfinders weren't about to let us go home without some results and things got pretty hilarious around the big table in the club house trying to figure something out. The 250 Novice class almost got listed as "Denver says help!" or "Two much dust, couldn't see 'em!" But when the club gets down to working them out in comfortable surroundings everyone will end up in their proper position, so don't anyone fret.

All At Once

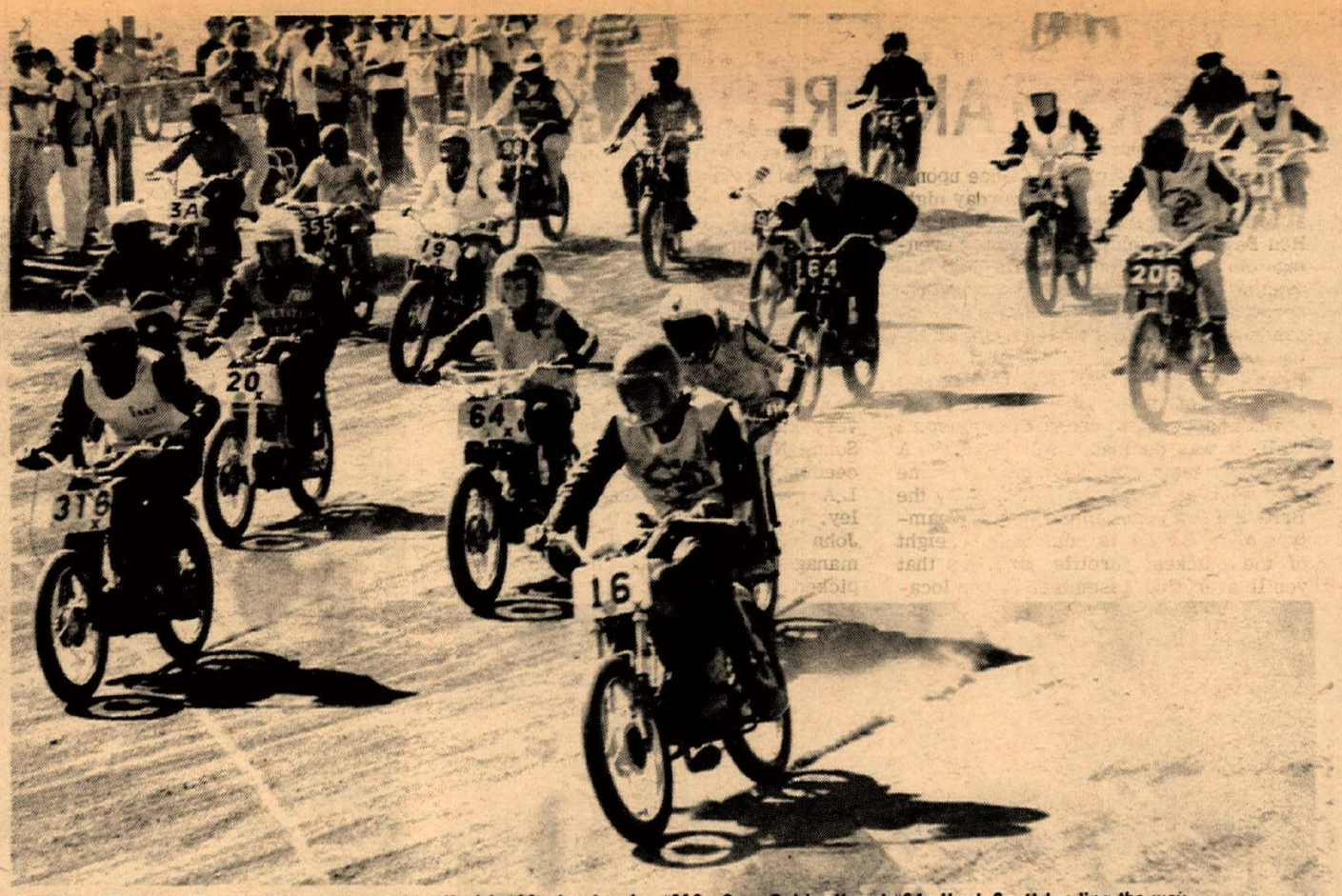
Anyway, running everyone together was a success and something that some of the other clubs might look into now it has been proven that it can work. The last race was over at four o'clock. We asked a whole bunch of people how they liked it and didn't receive one real complaint, but the length of the races really separated those in good condition from those who weren't! In the 500-Open class it was Ben Fakkeldy (Triumph) and Mike Posey (BSA) who really put on a show for the first few laps but after a bit they started to slow and John Rice (Honda), who was running back a bit, started moving as did Chuck Minert (BSA), and once John got into the lead it was adios to the rest of the troops while Minert started picking them off one by one until he ended up second over-all.

Track conditions got pretty interesting but once again we heard no gripes although we sure as heck couldn't talk to every rider. Sand built up in a couple of turns but somehow it was just fun to ride it and know that if you did lousy that particular lap you still had a whole bunch more to go to make it up (but our tongue was hanging out at the end).

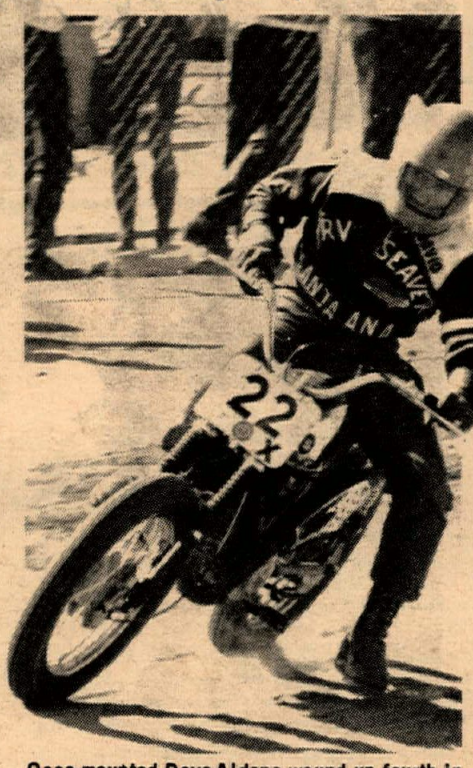
Post-Race Ponderings

Notes on the day's racing have to include...Fred Edwards' (Yamaha) win in the 250 Expert as he really tore up his class with Gary Scott (Yamaha) second showing great speed and Gary Jones (Triumph) third proving the new Trophy is competitive against the current over-all domination of the two-strokes...Tony Denius (H-D) demolishing the 350 class with Richard Wunder (Honda) second and third over-all going to Novice C.W. Mc Intosh on a Honda...how fast the Maico's go; Jim McClurg really winning the 500-Open Amateur class with Kirk McDowell (Bultaco) taking second and Bob Ward (Triumph) the third...Suzukis winning both the 100cc Amateur class with Dale Hopkins riding and the 100cc Expert with David Aldana aboard...how rapid the little 50's are and how good the riders in that class are, too (have you ever been lapped twice by a 50 in a 10-lap race?), and Steve Nicholls ending up over-all winner along with a fourth over-all in the 100 class in spite of an injured hand that would keep a lot of guys off their bikes for a week or so...it was a good day despite the heat and a try at running scrambles to give everyone equal track time and we think it worked. But we have one comment. The guys in the 500-Open class want to know. Where was Jim Hunter?

(Results on page 20)



Combined 50cc and Powder Puff classes take off with #16x Jay Lewis, #316x Gary Caldwell and #64x Hank Scott leading the way.



Ossa-mounted Dave Aldana wound up fourth in the 250cc Expert tussle at Perris.

Harley-Davidson Daytona Winner

CURRENT NATIONAL POINT LEADER

CAL RAYBORN - Harley-Davidson

RESULTS

15 Mile National Championship August 25, 1968

1st FRED NIX - HARLEY-DAVIDSON
2nd BART MARKEL - HARLEY-DAVIDSON
3rd CAL RAYBORN - HARLEY-DAVIDSON
4th ROGER REIMAN - HARLEY-DAVIDSON

VIEWFINDERS TT SCRAMBLES

August 25, 1968 350cc Am/Ex. Class

1st TONY DENIUS - HARLEY-DAVIDSON

SO. CALIFORNIA HARLEY-DAVIDSON DEALERS

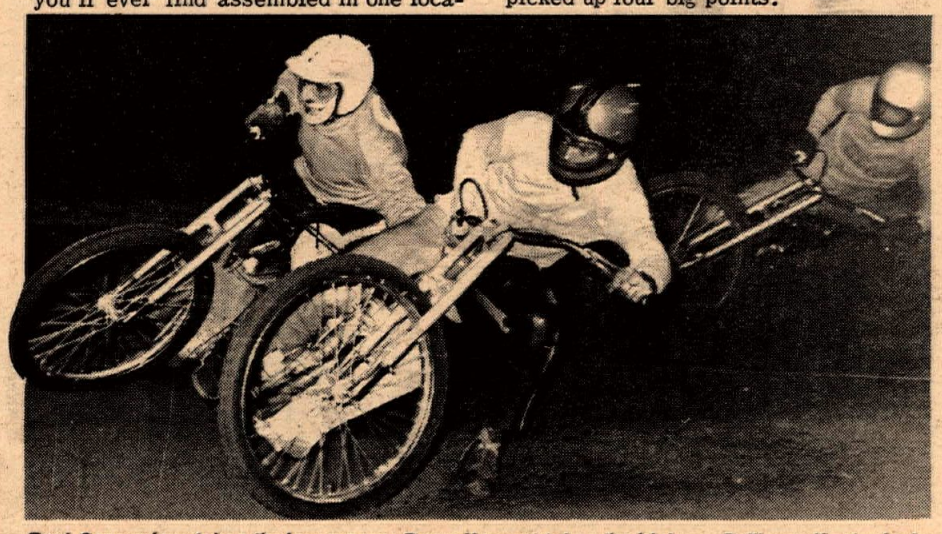
Flyin' Freddie Edwards yowls along on his Yamaha at the Viewfinders TT Scrambles. One of 240 entries competing in the day's activities, newly-wed Edwards really cranked it on to win the hotly-contested 250cc Expert contest, beating out fellow Yamaha rider Gary Scott and Gary Jones.

WHITEMAN CLASS A: TIGERS TAKE RED DEVILS

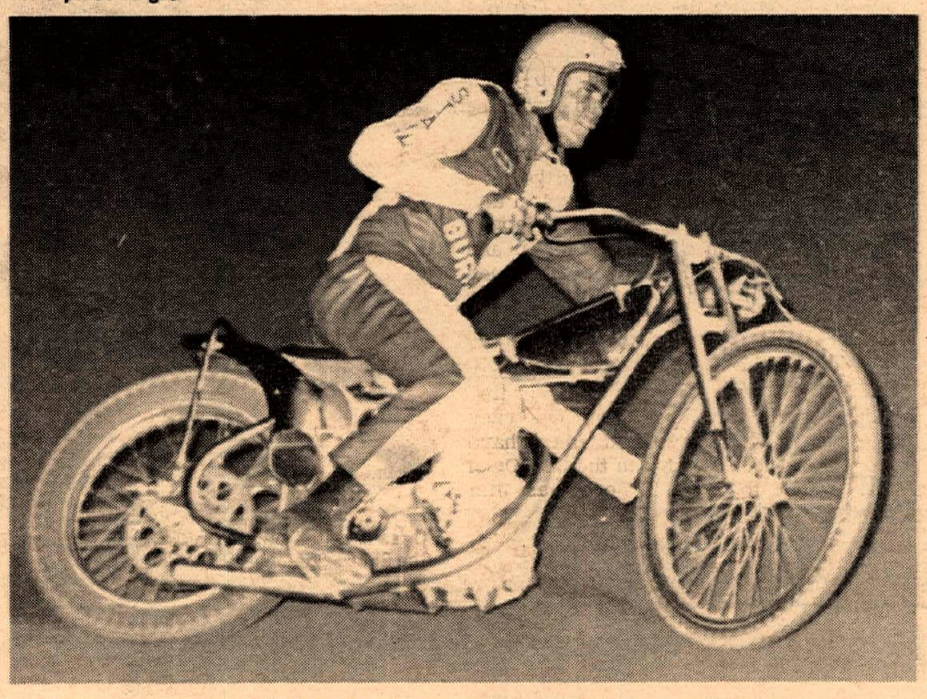
By John A. Grout

PACOIMA, Cal., Aug. 24 – Once upon a time – actually, just last Saturday night at Whiteman Stadium – all of the riding Red Devils, contemplating a happy evening of tossing rooster-tails into the evening air and lock-sliding through the corners of their very own speedway sandbox, got rudely gobbled by the stalking beast! A beast? Yes, and it was a tiger – The L.A. Tiger – and there wasn't just one of them; there were eight!

What happened to create this monster? Well, it was decided to initiate Class A speedway team racing for the first time this week at Whiteman. Invented by the British a few years in the past the team-type competition is composed of eight of the quickest throttle jammers that you'll ever find assembled in one location at one time – unless you happen to have two teams; then you'll have sixteen slidin' cycle whippers! And that's what we had for the opening production of this series: eight Los Angeles Tigers against eight San Fernando Valley Red Devils.



Paul Conserriere takes the low groove, Bruce Haserot takes the high, as DeWayne Keeter looks for a place to go.



Thoroughly enjoying himself, Eddie Mulder wins Handicap Final.

Rick Woods slides under Conserriere; Haserot moves up.

Team Time

The team events were launched into orbit from the first heat. For the Tigers, there were Jack O'Brien and Steve Scott. The Red Devils sent out the team of Jim Nicholson and Elliott Schultz. But the Tigers would really be roaring tonight! It was O'Brien getting the lead at the start, dicing a lap or so with Nicholson, Scott and Schultz, finally to take the win at the end of the whole affair. Finsh: O'Brien (3 points for a win) Scott (2 points for a second) and saving some face for the Valley team, Nicholson (1 point for third).

The second event brought out Paul Conserriere and Chuck Jones, riding for the Los Angeles Team. On the Valley Team it was Bruce Haserot and DeWayne Keeter. And, after a restart (both Conserriere and Keeter going down on the first lap) Jones gained the second win in a row for the L.A. Team. Conserriere was a strong finishing second, and Keeter got a third after Haserot had slid out on the west turn as they neared the finish.

Just about the time things were looking very gloomy for the Valley Red Devils, Sonny Nutter rolled onto the track; proceeding to scronch "the devil" out of the L.A. Team of John Carter and Stu Morley. The other man in this event, young John Hateley, riding for the Red Devils, managed a fast closing third. So, S.F.V. picked up four big points.

The fourth event again saw O'Brien whipping the dust out of the Devils. In this race, Jack took the measure of DeWayne Keeter, Steve Bast and Tim Harris, as L.A.'s lead began to appear insurmountable.

Then San Fernando Valley really hit the bottom of the well, taking a pretty bad mauling from the Tiger claws in the next four races. Tiger members scoring the wins in these events were Conserriere, Carter, O'Brien (again), and Rick Woods.

Hot Heats

But in the ninth heat, the Red Devils began to click again...and, boy, did they!

Waiting on the starting line for the flag, were Carter and Morley riding for L.A., on the other side of the line, ready to race for "dear old S.F.V." were Nicholson and Schultz.

Tony Drake flagged the field into activity, and Morley jumped into the first lap lead – Schultz, Nicholson and Carter so close that they weren't even troubled by his slipstream! At the end of the second circuit, it was still the same. But then, the fireworks started. Morley's bike just stopped cold, and into the lead charged Schultz, with Nicholson scraping the rubber molds of Elliott's rear tire with his fork braces. Then, while diving into the west turn on the last lap, Nicholson got angry (or whatever the hell it is that he does) and, with the near muzzle velocity of a cannon shot, went charging toward the checker at a fearsome gait!

Photos by Dennis Greene

Two paths through the turn: Sonny Nutter leads John Carter.

Needless to say, Jimmy got the win in the time of 1:01.90, and the Valley Red Devils were proving that they were no one's pigeons.

But L.A. staged a big comeback in winning the next two events – O'Brien (again) in the tenth heat, Conserriere in the eleventh.

Then, we got to the race of the evening! Waiting for the flag in this one were Carter, Woods, Nicholson and Tim Harris. Into the lead Rick Woods, seeking to repeat his eighth event victory. But, for the sake of the "Riding Red Devils," don't forget Mr. Nicholson. Because, at the beginning of the second lap, Jimmy went sailing into the lead – kicking at least five tons of rock dust off the west corner. But here, he got himself very wide for properly coming out of the corner, and sneaking back on the inside, came Wood and Carter.

A pleasant bash of a drag was then conducted all the way into the east turn and, somehow, Nicholson got himself free of the other riders, managing to hold the lead – by a narrow margin – all the way to the finish line. The crowd was cheering for almost a full two minutes!

The 13th event was won by Nutter, and the final team racing go-around went to Stu Morley.

In the Handicap Final, for the riders who were not competing in the team racing, Eddie Mulder, "The Steady One," returning to speedway sliding after a month and a half away from this kind of racing, got the win over Ron Miller, Jim Ashmore, Mike Bast, Harlan Bast, and, in his first appearance, Geezer Emick.

Some final reflections: Bruce Holland and Eddie Wirth both looking very good, but failing to transfer to the final as a result of a little bad luck. Gordie Williams, again showing gigantic improvement. And now there are to be three places for the speed merchants to whow their wares – Ascot will start Class "A" racing this Friday, Whiteman on Saturday, and Trojan Speedway on Sunday. The sport is truly blossoming.

(Results on page 20)

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(Watch this space for news of those good things that happen at Saddleback Park. Planning an event of your own? Hold it at Saddleback Park. Write Vic Wilson, Saddleback Park, Box 2455, Orange, Calif. 92667, for details.)

Fairground First at Orland

By Carolyn B. Richards

Photos by Jay E. Richards

ORLAND, Cal., Aug. 11—There is something new under the sun—at least there is under Northern California's sun. A TT Scrambles race at Glenn County Fair, sponsored by Willows Scramblers M.C., was the first motorcycle ever held at the fairgrounds.

Held before a stand-full of enthusiastic fans, the event called out 70 riders from all over the northern part of the state. Through cooperation of the Glenn County fair board, trophy girl for the afternoon was Rose Gonsalez, who was crowned Miss Glenn County 1969 on Aug. 9.

Practice time for the 250's.

Kawasaki-mounted Joe Allen grins to himself after taking the checker for 100cc Main Event victory. He also won the Trophy Dash.

Crashes After Winning

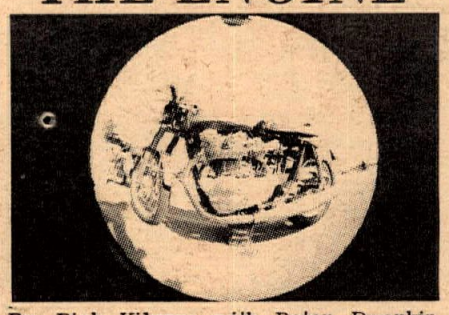
After B.N. (Windy) Foreman of Reno, Nev., had won the 500cc Trophy Dash, he turned around to see how his buddy who had crashed earlier was doing, and put his Honda 450 through the fence. Though Foreman wasn't hurt, his machine was so torn up he was unable to ride in the Main.

Dusty and hot as it can only be in this section of the country, the afternoon was a success for both the fair and the Willows Scramblers. For the wheelie contest, an extra added attraction, Mark Rieland, San Carlos, did a wheelie down the front straightaway of the half-mile track to win a big trophy and a kiss.

When the 250cc Amateur/Expert Main started, both Bob Vaughan, Oroville, and club referee, A.A. Von Seggren of Willows, had their hands up. Vaughan's Honda wouldn't start. After a re-start, Vaughan rode from his expert position to win the six-lapper.

(Results on page 20)

THE 450 HONDA, PART III: THE ENGINE



By Dick Kilgroe with Peter Dworkin

The only negative aspect of the original 450 engine design we found, was the totally inept, most poorly designed, and incompetently ratioed gearbox we have ever had the misfortune to attempt to use for racing purposes.

Like very other feature incorporated into the "heart of the rock" it proved surprisingly rugged, but rigidity of structure is quite secondary to an ability to function, and function it would not.

In comparison, the new 5-speed gearboxes are so nearly perfect in their choice of ratios, and in the improved linkage design that one feels almost a sense of guilt at assaulting the former model, but it is true that were it not for the clumsy 4-speed, the 450 could consistently finish in the first over-all winner's circle.

The rest of the engine, however, is a model of reliability. We were able to vigorously contest the AFM 500 class for two seasons, covering some 30-odd road races, before it even needed a ring and valve job. Despite the fact that it was turned as high as 12,000 rpm consistently, the original cams, pistons, crankshaft, torsion bars, and gears are still alive and doing well. Along with the following modifications, these old faithfuls crank out a solid 49 hp at the rear wheel.

First Big Gain

The first performance gain we achieved resulted from welding up the stock 450 pistons to approximately 10-1 compression ratio. This improved the "out-of-the-corner" acceleration to the point where our machine was able to compare favorably with a 40-inch Triumph, despite such negative factors as the corpulent figure of our racer, and the unmatched horrors of that stumbly gearbox.

We can't remember any racing pistons that worked better or lasted longer than the reworked stock articles.

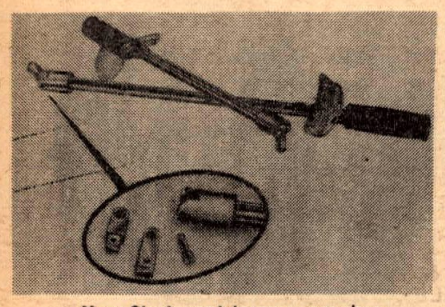
Our next big lift came with the aid of the competent and knowledgeable people at Precision Machining whose super-successful extreme-duration mild-lift RR cam helped the 1967 250-mile production winner Dave Burchards and Bill Judkins to victory completely unaided by any other engine modifications besides packing the torsion bars from 3 to 6 lbs. (This procedure, incidentally, is heartily endorsed by us as being far preferable to hassling with the hangups involved in installing valve springs.)

Our exhaust system can stand proudly next to that sweet PM cam as another performance booster. We utilize 2" header pipes, and as big an exhaust port as we could obtain. This exhaust port theory, we point out, is in violent opposition with the ideas of other Southern California tuners who feel the opposite seat width and tiny port diameter (1-1/2") works better (with a high-lift cam.)

Due to the fact that the PM cams seem to be powering the winning machines in road racing, we recommend their concept over that of some other cam manufacturers whose implementation poses design problems due to the automatic increase in torsion bar tension resulting from attenuated cam lift.

The ignition system posed a problem which was solved only as a result of a rather expensive engineering job accomplished by the people at Precision Machining. The points in the original system tended to double-spark at around 10,500 rpm as a result of an endemic wobble in the cam. This straightened itself out past 10,500, but the resultant cutting-out was a rather severe annoyance. The PM mechanics were able to graft a Yamaha 100-Twin magneto onto the crank, thus bypassing any contact with the cam and its wobble at all. This results in constant, smooth performance from 5,000 on up through 12,000 rpm; clean, strong, and dependable.

ADAPT-O-FLEX TORQUE WRENCH FROM STURTEVANT



New Sturtevant torque wrenches.

The Motor Sports Division of P.A. Sturtevant Co. announces two new patented torque wrenches designed and calibrated to meet the needs of professional mechanics and enthusiasts assembling or working on high performance equipment. The new torque wrenches feature a unique interchangeable swiveling drive square which can be removed and replaced in less than 10 seconds. The drive square on one model has a capacity from 0 to 150 foot pounds with graduations of 5 foot pounds in 1/2"; the other model has a 3/8" drive square and has a capacity from 0 to 600 inch pounds, with graduations in steps of 25 inch pounds. Should the user wish, he can interchange the drive square of the two wrenches to provide greater flexibility of application and wider use.

The swiveling feature of the replaceable drive square adds great versatility and convenience to these new torque wrenches. It permits, for example, using the torque wrench as a flex handle for starting and running cylinder head bolts down prior to torquing them. Also, when applying torque to a bolt or fastener, the wrench beam can be "floated" up and over or below obstructions without affecting the accuracy of the torque indication. In addition, the swivel head feature permits the user to reach and torque hard-to-reach studs, nuts, etc. by flipping the drive up or down to the most convenient position.

The new Adapt-O-Flex torque wrenches also feature the floating handle design required to insure accurate torquing with adapters. Each wrench has a dual direct-reading scale. The inner scale permits direct readings when the wrench is used with 1-1/4" lever length adapters. The outer scale gives torque values when the wrench is used without adapters. The manufacturer states that the new wrenches are now available from most leading tool suppliers.

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HI BOOTS TT AT DEHESA

Story and Photos by Bill Harmer

SAN DIEGO, Cal., Aug. 11 – The Hi Boots M.C. hosted its monthly TT races at the Dehesa track beneath blue skies and a warm August sun. In spite of the fact that someone neglected to lay the customary lime makings and failed to post the directional sign at the access road leading off the main road, a goodly number of riders and spectators managed to find the course in time for the first race which was delayed when John Hoy, during practice for the Open Expert races, was seriously injured and was taken to the hospital. The races could not be started until the ambulance returned which was about an hour.

The big interest was in the Open Expert division as all the leading point contenders were in evidence. Shortly before race time Al Finan's Triumph developed motor trouble and he took over his teammate, Jim Harmon's, snortin' Norton. Jim had reinjured his knee in practice and withdrawn, leaving the bike available. Myron "Red Baron" Carter had his Triumph running nicely and looked confident as usual.

#3 Don Finan (Triumph) battles with his brother #6 Al Finan (Norton) for position. Al was eventual winner, #12 Dick Moore (Triumph) took 2nd, Don got 3rd.

Over-Anxious Open Experts

Don Finan reported that his Triumph was in top shape, and Wayne Hosaka on Mike Garrett's BSA Gold Star looked like the man to beat. With the fall of the flag for the first Moto, the thundering horde scrambled down the straight and into the first sweeper with Carter holding a slight lead, closely followed by Hosaka. Halfway through the turn Carter dropped his scooter and Hosaka crashed into him, spilling both riders. Carter quickly adjusted his damage for the restart, but Hosaka's bent forks were more serious. He got back into the race, but the machine was difficult to control and he had to retire after he unloaded in front of the whole pack on the restart.

Al Finan and his brother, Don, put on a very unfriendly, brotherly duel with Myron Carter and Dick Moore getting into the action, but when the points were tallied, Norton-mounted Al Finan was found to be the winner with Triumph pilot Dick Moore second and Don Finan, also Triumph, claiming third.

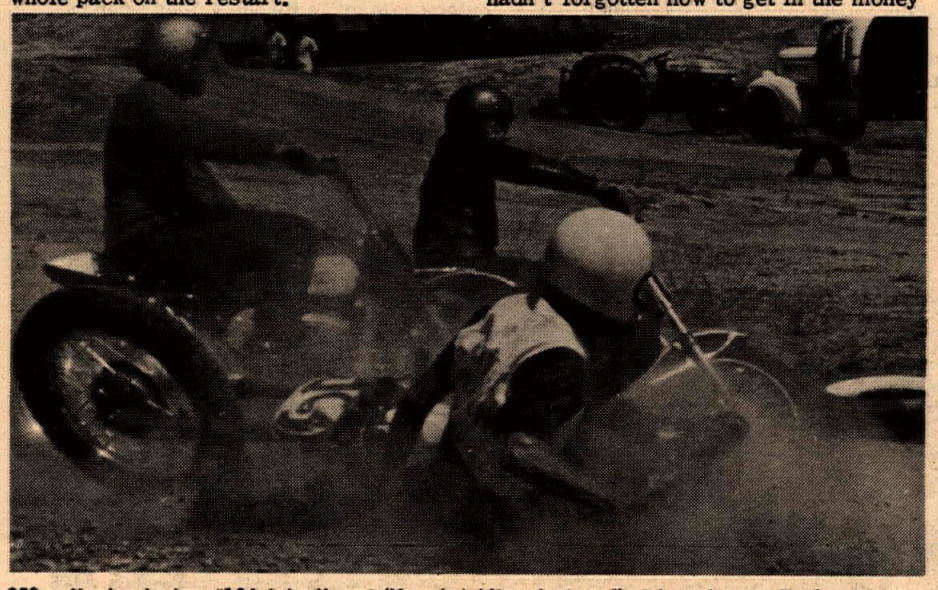
As usual, the 250cc Expert class drew the biggest entry list, and it looked like a rematch between Husky-mounted Ward Ring and Yamaha ace, Ray Vanderpool. Wayne Hoska, whose Bultaco PurSang has been waiting for parts, entered on a Kawasaki and as skillful a rider as Wayne is, was to be reckoned with. All three motos were in constant doubt with Vanderpool, Hosaka and Ring all holding the lead at one time or another. Hosaka, whose specialty is a controlled slide found the rock-strewn sweeper very hazardous to his style and had to ride more conservatively than usual, but still managed to collect the greatest number of points for the win. Ray Vanderpool slam-banged his Yamaha DT-1 into second and Ward Ring brought his hot Husky in third.

In the 100cc Novice Main, Hodaka-mounted Wayne Clark upset Yamaha jockey and pre-race favorite, Earl Roloff, Jr. D. Stauffer prodded his Bridgestone across for third position.

With the local hotshoes all pointing for the 100cc Gran Prix next month, the 100cc Expert Bash promised to be a real barn-burner. Dan Banker, fresh from an International victory at Tijuana, looked impressive on his F&M Enterprises reed-induction Hodaka, but his engine sucked the helicore into the combustion chamber on the first lap and he had to retire. Mickey Chiara, riding another F&M Hodaka, had placed second in his last two starts, and with the steady improvement that he has been showing lately looked like a contender. Other Expert riders, too numerous to mention, were on hand to keep anyone from getting an easy trophy. Old Master, Jim McGuire, now almost completely recovered from his burns, was happily encouraging his F&M Enterprises Team, but promised to be back in the saddle in time for the Gran Prix. The oldest rider entered was Budd Willis, who although near the half-century mark, was No. 7 in point standings last year.

Motos And More Motos

The motos were exciting as the little ring-dings changed leads several times. Mickey Chiara did the hat trick and posted his first win of the season. C. Byers hurled his Hodaka across in second place, and Budd Willis showed that he hadn't forgotten how to get in the money by riding his little Bultaco to third.



250cc Novice jockey #164 John Harret (Yamaha) bites dust on first lap of moto. He fared better after restart, captured third place in final standings.

Larry Collie, who always puts on a good show on his Kawasaki, dominated the 200cc Event to take first honors, but hard-riding Eric Crippa on a Yamaha gave him a good contest to capture second position. Crowd-pleasing Bultaco pilot Ed Murie showed real riding ability while placing third.

Kawasaki jockey Wayne Clark, who had won the 100cc Novice Main on a Hodaka, captured top honors in the 250cc Novice motos, closely pressed by fellow Kawasaki rider Jim Grace, while John Harret outdistanced the rest of the field to take possession of third.

The 500cc Novice Contest was dominated by Triumph-mounted Ellis Bole, whose pretty wife, Judy, cheered him on while keeping point scores. Yamaha pilot John Harret sneaked in ahead of T.F. Baulter (Triumph) to win second.

The Open Novice Class was exciting to watch because of the riding of Richard Ribley, who has shown great improvement in riding Mike Garrett's Norton. He seems to have absolutely no fear, and with a little more practice should make himself known. He looked very impressive while taking third behind Bob Larson and Wayne Butterfield, both on Triumphs.

As usual, Carol Chiara and Debbie Reon put on a close duel for Powder Puff honors with Carol coming out in front. Carol Gooding looked like she was out for an afternoon pleasure ride as she captured third. All three girls were on Hodakas.

It was a very enjoyable afternoon for everyone and, as usual, the Hi Boots put on a good program. Hostilities will be resumed at South Bay Speedway (Mesa) August 25. See you then.

(Results on page 20)

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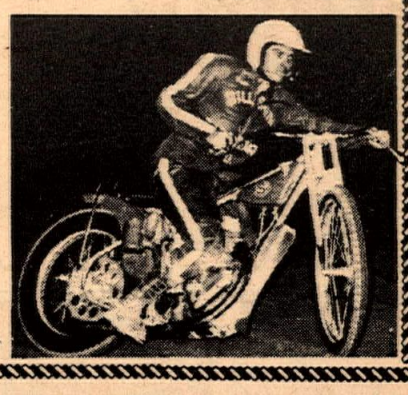

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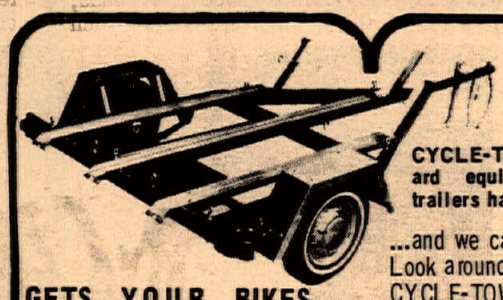

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SAMMY MILLER TRIALS AND SCHOOL

Story and Photos by Tom Culp

IRVINE, Cal., Aug. 24 & 25 – The trials master Sammy Miller concluded a very successful tour of the U.S. here the past weekend with Cycle World Magazine and the Southern California Trials Association hosting him at Saddleback Park.

The activities opened Saturday with a brief talk by Sammy Miller on the fine points of trials riding. Questions were asked by those attending the school. The class was limited to 50 riders for better instruction and the So. Cal. Trials Assoc. members made up most of this with a number of San Francisco trials riders attending.

Miller Shows 'Em How

We then moved to the real school area with Sammy setting up traps and making it look just too easy, after negotiating a trap three or four times, for the benefit of his pupils and a large crowd of spectators. Sammy would then watch the members of the school as they came through the trap, pointing out where to put the front wheel in the more difficult areas and showing where mistakes were made.

The form of a master may sometime look deceiving.

The Master Sammy Miller up and over rock ledge at end of gulley with effortless ease.

On a couple of occasions Sammy departed his usual mount, a Bultaco Sherpa 'T', to ride a pupil's machine. This proved quite crowd pleasing and was about the only time he had any trouble in the traps.

Miller Truly Unbelievable

Sammy looked for areas of greater difficulty as the day went on and took sections in unbelievable ease showing the great balance and coordination which has enabled him to win so many championships. In one section, a gully grown high with weeds and brush, the master looked it over, then starting at one end, crossed from side to side, rode along the side then down to the center putting the front wheel from bank to bank then out over a rock ledge – all this time in a area 50 feet long and 20 feet wide at the top and 2 feet wide in the bottom.

Sunday Big Day

Sunday saw 121 riders descend on various traps with Miller riding for exhibition only and losing 15 points, to cheers of over 2,000 spectators. The closest competition came from Jim Wilson and Bob Grove, So. Cal's #1 and #2 riders respectively, with Vic Boocock rounding out the Masters Class. Vic, originally from England, is the top rider in the San Francisco area.

(Results on page 20)

Miller takes tight right turn on borrowed Hodaka; the compression releases interested him.

Students listen with intentness as the master briefs them prior to attempting the next trap.

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SPOKEBENDERS EUROP. SCR. 8-25-68

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3rd Pl. 250 Ex.	Gary Griffin	PurSang
4th Pl. 250 Ex.	Rich Thorwaldson	PurSang

CARLSBAD MOTO-X 8-25-68

1st Pl. 250 Jr.	Kurt Lohmeyer	PurSang
2nd Pl. 250 Jr.	J. Kulek	PurSang
1st Pl. 125 Jr.	Kurt Lohmeyer	Sherpa 'S'

NOTE: This Sherpa 'S' 125cc 5-speed is the only one in the L.A. area, next shipment due 9-7-68

PERRIS NITE TT SCR. 8-24-68

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Expert A Main

1st DICK JAGOW- TRIUMPH
3rd ROSS ROBERT- TRIUMPH

Expert B Main

1st DICK DONACA- TRIUMPH
2nd MIKE WELTON- TRIUMPH
3rd JERRY KOUVO- TRIUMPH

Tijuana TT Scrambles
8/18/68
Open Expert Class

1st JOHN SPRAGUE- TRIUMPH

Chowchilla Scrambles
8/17/68
Open Expert Class

1st JIM McCRACKEN- TRIUMPH
2nd KEITH THOMAS- TRIUMPH
3rd CLINTON HOWE- TRIUMPH

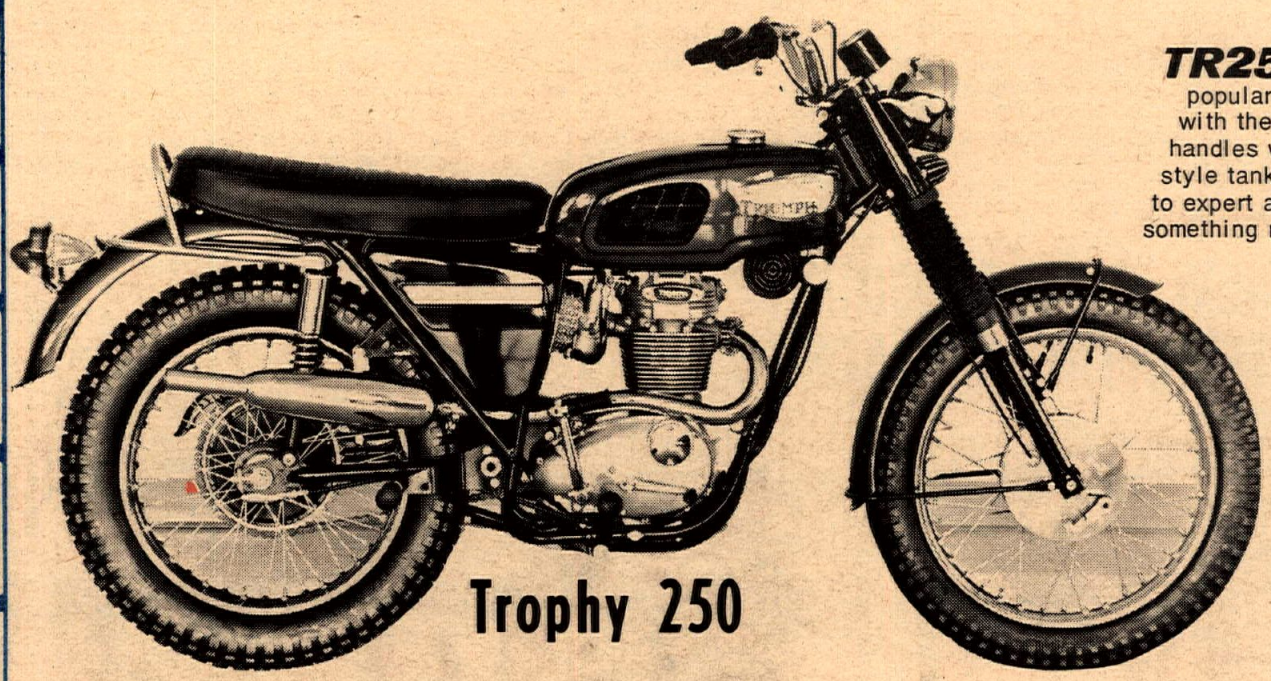
Open Amateur Class

1st MIKE MIDDLETON- TRIUMPH
2nd GENE AUSTIN- TRIUMPH
3rd WAYNE HICKS - TRIUMPH

Open Novice Class

1st ARNOLD McKAY- TRIUMPH
2nd DALE ARRANT- TRIUMPH

19 TRIUMPH 68



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DOUBLE THE FUN AT ORANGE COUNTY

Photos by Ralph Foster

ORANGE CO., Cal., Aug. 14 – This week at Orange County was almost a repeat of last week. Dave Aldana dominated both the lightweight and the 250cc flattrack events, but he didn't have it quite so easy in the Trophy Dashes. Little Mark Kruse, Bultaco-mounted, fought Dave wheel to wheel on the quarter-mile track in the 100cc Trophy Dash, and on the last lap was able to get by Dave by half a wheel length to the sheer delight of the spectators.

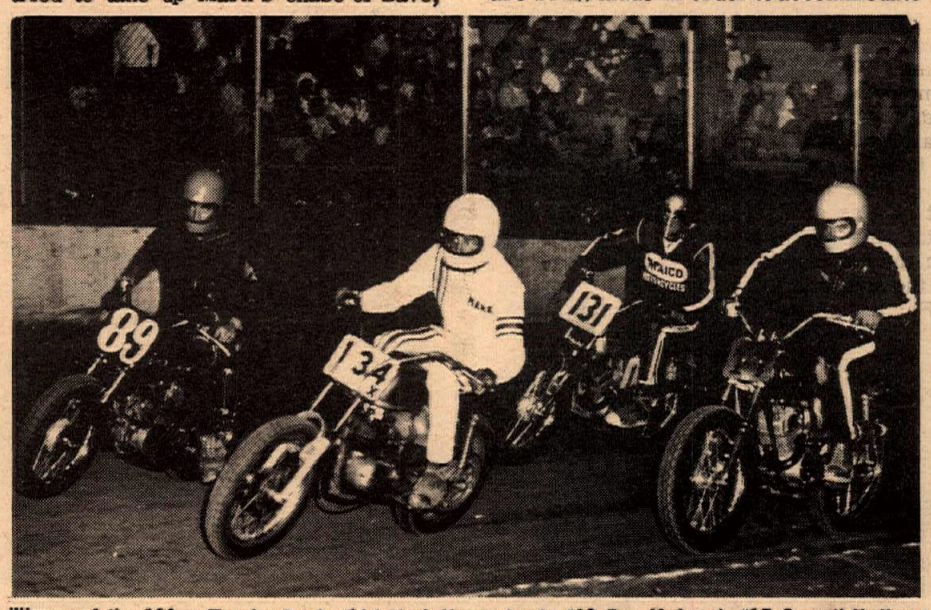
Dave was also foiled in the 250cc Trophy Dash by Bill Cody. Bill, on his fire-engine red Bultaco, just wouldn't let Dave get close enough to get by him. In the 100cc Main, Dave came out ahead, but had a great deal of difficulty; as in the Dash, Dave and Mark Kruse were running wheel to wheel, but half-way in the 12-lap Main, Mark took a rough fall on the southwest corner. He went down so hard that man and machine blocked the course and the race had to be restarted. On the restart, Jimmy Raymond tried to take up Mark's chase of Dave, but was unable to catch him and was forced to take second place. Behind Jimmy was a hot group of bumble bees in tight competition. In the 250cc 15-lap Main Event, Dave was virtually uncontested, getting the lead at the start. The only time Dave was in serious trouble was when Randy Ellis on his Honda tried to make a pass on that tricky southwest corner, got in trouble and almost fell. After Randy's little mishap, Bill Cody was able to get by and Randy was forced to take a third place. In hot pursuit of the front runners came Stan Rogers and Carroll Skov.

Half and Half

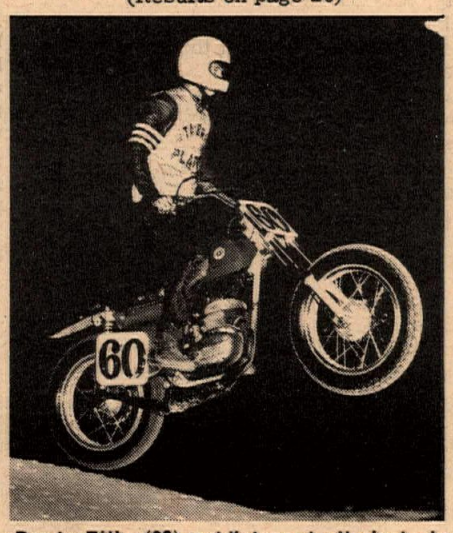
Half of the night's program was donated to the TT riders. By utilizing three-quarters of the quarter-mile course and using the infield with a jump directly across from the start-finish line, it gives the spectators a fine view of the course. Besides the 100cc and 250cc classes, the TT course has attracted the larger 500 and Open machines and some alterations are being made in order to accommodate the larger bikes. After Dave Aldana had done so well in the flattrack events, he switched over and ran in the lightweight TT class, winning the Trophy Dash handily. In the 250cc class, Randy Ellis won the Dash. The 500cc Trophy Dash went to Len Burke on a Triumph. Len also won the 500cc Main, but not without fierce competition from James Foxe and Eddie Walker. All three fellows handled their Triumphs quite well around this TT course. The 250cc Main went to Randy Ellis, the Trophy Dash winner, but Randy had a time of it. Half of the 250cc Main Event was led by Bill Cody, and only with a great amount of determination was Randy able to get by Bill. Pushing both of the leading young men was Mike Toussau on a new Kawasaki. The winner of the 100cc Main, coming back after his fall in the flattrack event, was Mark Kruse. Behind Mark was Ron Hoestery and Larry Shaw.

Ron Jones, the promoter, is going to widen some of the TT turns, making it more acceptable for the bigger machines. With the increase in spectators and riders, it looks as if the ACA will stick to its Wednesday night program as it has during the past three years.

(Results on page 20)



Winner of the 100cc Trophy Dash #134 Mark Kruse leads #89 Rex McLeod, #17 Carroll Heiland and #131 Chris Smith.



Randy Ellis (60) outdistanced all rivals in 250cc TT Main Event at Orange County.

CODY, ELLIS AND ALDANA TAKE ORANGE COUNTY HONORS

By Mike Capalite

EL TORO, Cal., Aug. 21 – With an entry list topping the 80 mark, it took some doing to bring home the gold Wednesday night at Orange County Speedway, and despite the lateness of the program, a full night of racing was enjoyed by all. To avoid having the races last so long, a rule is being put into effect that the pit gate will definitely close down at 7:30, and absolutely no entries will be accepted and no entries will be allowed to be changed. One of the reasons for the late start was the accepting of entries up until 8:15. Another rule that is going to be enforced is the mandatory three number plates.

The 125cc Class in the Short Track was won by Mark Kruse (Bultaco), while Dave Aldana (Suzuki) was right on his rear wheel all the way. Working his way up to a third place was Jimmy Raymond (Suzuki), with Chris Smith (Kawasaki) finished fourth. The 250cc Short Track Main was the one that had the crowd on its feet as it was a battle between Randy Ellis (Honda), Bill Cody (Bultaco), Dave Aldana (Ossa) and Eddie Boa (Yamaha). As Cody had beaten these riders in the Trophy Dash, he was the favorite, but he couldn't find the way around Ellis, and Randy came across with the win with Cody second and Aldana third. Eddie Boa retired before the end of the race leaving the fourth place slot to Jim West (Bultaco). The Open class was the only class short on entries for the night. There were a gang of entries in the open TT, but they seemed to shy away from running in the Short Track as only four of them entered, and only Rick Woods (Triumph) and Randy Ellis (Honda) made it to the line for the Main with Ellis finally taking the win after swapping the lead with Woods three or four times in the race.

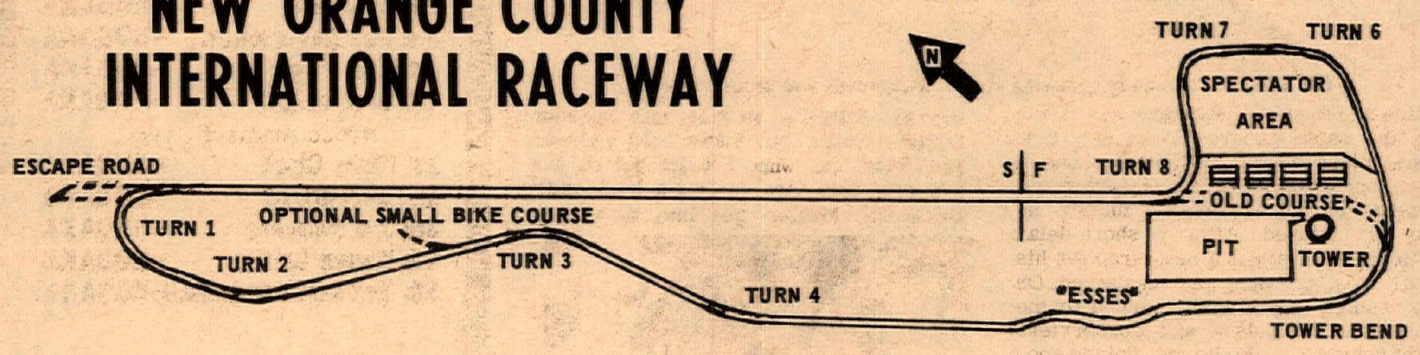
Aldana All The Way

The 125cc TT class is by far the most popular class, and to wind up in the Main from the heats and the semis takes a lot of good riding. The man to beat in this class is definitely David Aldana (Suzuki) who proceeded to win his heat, the Trophy Dash, and then the Main Event, while the best that Jimmy Raymond could do was a second place on his Suzuki. Third place was Mark Kruse (Bultaco) who had taken the lead off the line, but couldn't hold out against the onslaught of Aldana and Raymond. Fourth place went to Mike Toussau on a Kawasaki. In the 250cc TT Main, it was Bill Cody the winner on his Bultaco while Randy Ellis (Honda) took the Trophy Dash. Second in the Main went to David Aldana (Ossa) who has to be made of steel to enter all the classes that he does and place so high so consistently. Third and fourth went to Paul Coberly (Bultaco) and Mike Toussau (Kawasaki). The fifth place finisher was Tom Rockwood who had borrowed a DT-1 Yamaha to ride, and had taped up the taillight rather than remove it, and everytime he would enter a corner, the brake light would show through the tape, much to the delight of the fans.

In the Open TT class, it was Don Dudek (Triumph) winning the Trophy Dash, but he had to take a second place in the Main Event to Len Burke (Triumph). Third and fourth went to Ed Walker (Triumph) and Dave Lenar (BSA). For an action packed evening, it's every Wednesday night at the Orange County Speedway, but remember that the pit gates will close at 7:30.

(Results on page 20)

NEW ORANGE COUNTY INTERNATIONAL RACEWAY



The AFM will be inaugurating a new course at Orange County (Cal.) International Raceway on Sunday, Sept. 1. The section to be opened will add about 1/4-mile to the existing course and three challenging new corners. The addition will also aid spectator viewing as it will now be possible to see a much larger portion of the action without entering the pit area. As usual, Orange County will pay a $500.00 guaranteed purse to certain GP classes, and the lure of the bucks will bring all your favorite road racing stars out to do battle. First heat is scheduled for 12:30 p.m. with sign-in to open at 8:30 am. First practice will start at 9:30. A large contingent of riders is expected from Northern California, to take advantage of the Labor Day holiday.

Schultz cops class A Trojan win

By Mike Capalite

SOUTH GATE, Cal., Aug. 25 – Elliott Schultz proved that you can be the hard luck man of the evening and still be the hero of the night, as he proceeded to have more than his share of problems, but stayed with it to garner enough points to move into the Trojan Raceway "A" Main.

The Class A speedway program seemed to be filled with spills: to start with, Jim Nicholson was leading his first heat, lost his adhesion and went down. Then in the fourth heat, one of the more spectcular spills took place as Jim Doron lost it trying to go under Al Holley and both of them went down in a tangle of men and machines. Al was so tangled in his machine that they had to remove the front wheel to extract his leg, but both riders were okay except that Al had skinned his hand up since he had failed to wear his gloves.

Schultz had his first heartbreaker in the fourteenth heat when he was leading over Steve Bast and John Carter. With a lap and a half to go, his machine started mis-firing, and although Elliott held back their bids till the last corner, when they came down the line for the checkered flag, both Bast and Carter passed him and Schultz had to settle for third.

The next heat brought the crowd to its feet as Jim Nicholson and Eddie Mulder had at it for four laps as close as you could ever make it with both riders putting on a beautiful display of full-lock sliding with Nicholson finally taking the win.

Nicholson Crashes, Then Wins

After the twenty heat races, winners of the four fastest heats came out for the Trophy Dash which lined up Nicholson, Conserriere, Mulder and DeWayne Keeter. The flag dropped, Mulder shot into the lead and as the riders started into the second lap, Nicholson dove low on the inside and found Conserriere was trying for the same groove. Down they both went, taking Keeter with them in one of the most spectacular end-over-end crashes of the evening, but luckily no one was injured. After a short delay while Paul obtained a new strap for his steel shoe, the race was re-started. On the restart, Eddie again jumped to the lead with Nicholson and Conserriere right behind him. Eddie was doing a good job of holding them back until he drifted just a little wide and Jim and Paul both got under him with Nicholson pulling out for the lead and the win. The trophy was presented by Ascot promoter J.C. Agajanian who will start running the Class A speedway machines on August 30, and was out getting a first hand look at the Trojan track and a Class A Speedway program.

The C Main was dominated by a boy up from Oklahoma, Jim Posey, who was taking his first ride on a speedway bike and showed he might be a man to reckon with as he was able to stay ahead of second place man Rick Woods and third place and fourth place men Chuck Jones and John Carter.

Sunday's Main Events were just the way Main Events should be, as each one provided a little more excitement and thrills than the last one. When the B Main pulled to the line, it was evident that there would be a battle as Steve Scott, DeWayne Keeter, Steve Bast and Jim Nicholson constituted the line up. It became a Nicholson-Scott duel right away and Jim was able to hold his machine a little lower in the corners to pull away from Steve for the win, but in the meantime, they put on a fantastic display of ridin' and slidin' as only Scott and Nicholson could do.

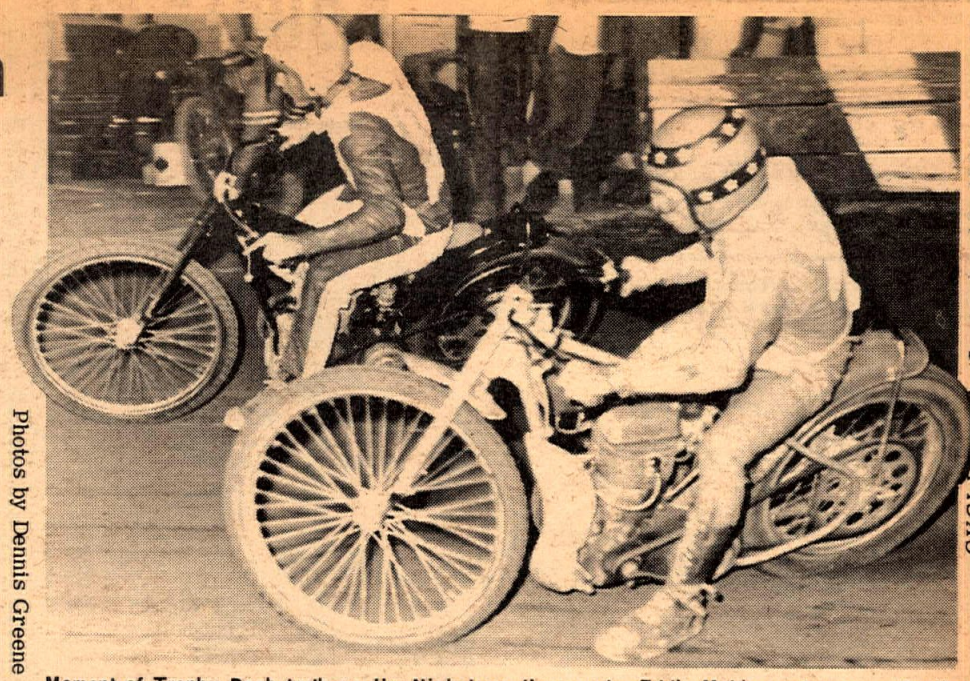
Schultz Comes Through

The A Main line-up was both impressive and formidable, pitting Eddie Mulder, Sonny Nutter, Elliott Schultz and Paul Conserriere, with the crowd somewhat leaning toward Elliott as his luck was jumping back and forth between good and bad. After his engine failure in the 14th heat, he had come back in the 18th heat to take the lead again and with one lap to go, the machine started to misfire, but he was able by sheer will power to retain his lead till he crossed the line for the checkered flag and was cheered by the spectators.

For this reason Elliott had the fans on his side and as he was pushing Mulder for the lead with Nutter and Conserriere right behind him, the crowd was on its feet and cheering. This time Elliott didn't let them down as he powered around Mulder after running side by side for three laps so close that sparks were flying as Elliott's footpeg was rubbing Eddie's chain, but Eddie held right in and tried, but when Schultz put on his late bid, both men drifted a little wide which let Mulder get into the loose cushion on the high side of the track and when he did, both Nutter and Conserriere came under him to take second and third with Eddie coming across fourth.

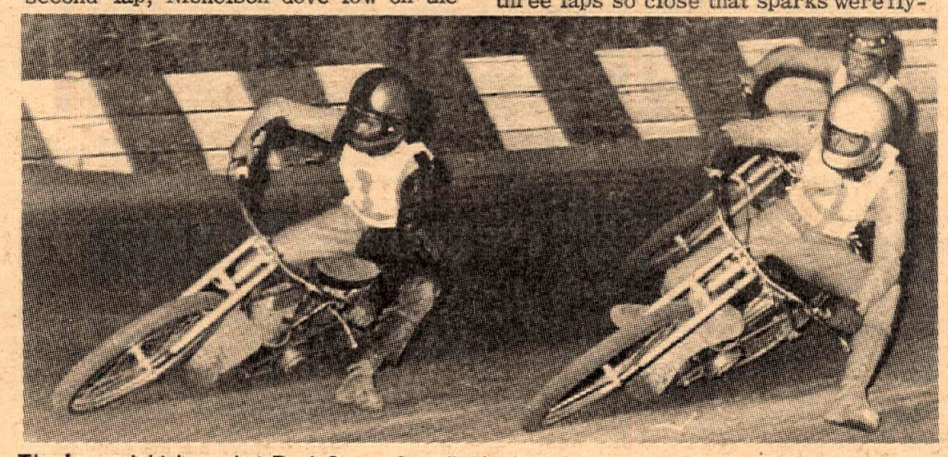
It seems that as the weeks go by, the action gets better as the riders are becoming more accustomed to the track and the machines are getting around a little quicker, which was evidenced by Jim Nicholson in the B Main where he proceded not only to win it, but also set a new four-lap record of 51.57. So if you like tight racing and lots of excitement where you are sitting close enough to see all the happenings, come out to Trojan Raceway every Sunday night for an action-packed evening of racing thrills.

(Results on page 20)



Photos by Dennis Greene

Moment of Trophy Dash truth as Jim Nicholson dives under Eddie Mulder and goes on for the win. Nicholson also broke Trojan track record in taking "B" Main Event.



They're upright here, but Paul Conserriere (left), DeWayne Keeter and Jim Nicholson crashed spectacularly in Dash, all emerging unscathed.

Two men, two speedway cornering styles: Rick Woods and Bruce Haserot.

Flanked by former World Speedway Champion Jack Milne (left) and Ascot Promoter J.C. Agajanian (who has replaced Friday night half-mile flattrack with Class A racing), Jim Nicholson accepts congratulations for Dash win.

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2nd Norm Benham –HODAKA
3rd Dan Daigh –HODAKA
5th Jeff Creager –HODAKA
100cc Sr. Class
1st Tom Rapp –HODAKA
3rd Claude Henderson –HODAKA
4th Mike Holliday –HODAKA
5th Dan Etheridge –HODAKA

PIONEER TOWN EURO. SCR.
AUGUST 18, 1968
100cc Expert Class
1st Jack Morgan –HODAKA
2nd Bob Belt –HODAKA
3rd Wes Anderson Jr. –HODAKA
4th Tom Hoyle –HODAKA
5th Dick Wright –HODAKA
100cc Amateur Class
1st Terry Clark –HODAKA
2nd Jeff Wright –HODAKA
3rd Jim Summers –HODAKA
4th Warren Griffin –HODAKA
5th Hayward Mendenhall –HODAKA

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RESULTS

AMA 20-LAP TT NATIONAL CHAMPIONSHIP RACE
Peoria, Ill., Sun., Aug. 18, 1968

		Pts.
1. Bart Markel, Flint, Mich.	H-D	385
2. Dick Mann, Schenectady, N. Y.	BSA	221
3. Sonny Burres, Portland, Oregon	Tri	68
4. Jim Corpe, Decatur. Ill.	Tri	30
5. Dallas Baker, Orange, Cal.	BSA	
6. Gary Nixon, Baltimore, Md.	Tri	483
7. Fred Nix, Franksville, Wisc.	H-D	376
8. Calvin Rayborn, San Diego, Calif.	H-D	463
9. Skip Van Leeuwen, Hollywood, Calif.	Tri	157
10. Gene Romero, San Luis Obispo, Cal.	H-D	235
11. Ben Breeding, Springfield, Ill.	BSA	—
12. Chuck Palmgren, Baltimore, Md.	Tri	198

10-LAP AMATEUR FINAL

1. Mark Brelsford, San Bruno, Calif.	Tri
2. Danny Ware, Lawton, Oklahoma	—
3. Bruce Anderson, Saratoga, Calif.	Suz
4. Rick Deane, Aspen, Colorado	—

SANTA FE SHORT TRACK NAT'L.
Hinsdale, Ill., Wed., Aug. 21, 1968

By Gary Fleetwood

EXPERT FINAL

1. Fred Nix	H-D
2. Bart Markel	H-D
3. Dick Mann	Oss
4. Ronnie Rall	BSA
5. Chuck Palmgren	Tri
6. Gary Nixon	Tri
7. Gene Romero	Yam
8. Al Gaskill	H-D
9. Bill O'Brien	Bul
10. Jim Corpe	Bul
11. Roger Reiman	H-D
12. Neil Keen	Yam*

* Did Not Finish

AMATEUR FINAL

1. Mark Brelsford	Bul
2. Danny Ware	H-D
3. Larry Darr	H-D
4. Frank Fudala	H-D
5. Mike Anderson	Tri
6. Dave Smith	H-D
7. Bob Maiers	H-D
8. Dean Ehlert	—
9. Larry Roberts	H-D

WILLOW SCRAMBLERS TT SCRAMBLES
Orland, Cal., Sun. 8-11-68

By Carolyn B. Richards

TROPHY DASHES

100cc Novice: Larry Bruckenstein	Hod
100cc Am./Exp: Joe Allen	Kaw
200cc: Dick Turner	Hon
250cc Novice: Ken McKim	Hon
250cc Am/Ex: Charley Thompson	Bul
500cc: Windy Foreman	Hon
Open: Bob Hurst	Tri

100cc CLASS

1. Joe Allen	Kaw
2. Dennis Mayhew	Hon
3. Larry Bruckenstein	Hod

200cc

1. Dick Turner	Hon
2. Don Rudd	Hon
3. Ted Bare	Hon

250cc NOVICE

1. Ken McKim	Hon
2. Ron McCready	Bul
3. Dale Phalen	Bul

250cc AMATEUR/EXPERT

1. Bob Vaughan	Hon
2. Charley Thompson	Bul
3. Manfred Heyrend	Yam

500cc

1. Barkley Trehal	Tri
2. Ben Mosier	BSA
3. Mark Rieland	Tri

OPEN

1. Bob Hurst	BSA
2. Gerald Thompson	Tri
3. Sam Arena Jr.	H-D

TROJAN TT & SHORT TRACK
So. Gate, Cal., Thurs. 8-22-68

By Mike Capalite

100cc JR. SHORT TRACK

1. Norm Benham	Hod
2. Bill Hardin	Suz
3. Mark Blackwell	Yam

100cc SR. SHORT TRACK

1. Paul Wilde	Yam
2. Dale Hopkins	Suz

250cc JR. SHORT TRACK

1. Eric Olesen	Bul
2. Paul Coberly	Bul
3. Larry Shoemaker	Bul

100cc JUNIOR TT

1. Dan Hazel	Yam
2. Larry Heinselman	Hod
3. Paul Wilde	Yam
4. Norman Benham	Hod

100cc SENIOR TT

1. Gary Bailey	Hod
2. Bryan Spinks	Yam
3. Dale Hopkins	Suz

250cc JUNIOR TT

1. Paul Coberly	Bul
2. R.W. Ring	Hus
3. Robert Millner	Bul

250cc SENIOR TT

1. Gary Bailey	Gre
2. Eddie Walker	Tri

100cc TT TROPHY DASH

1. Gary Bailey	Hod

250cc TT TROPHY DASH

1. Paul Coberly	Bul

SIDEWINDERS TT
Portland, Ore.. Fri., Aug. 16, 1968

By J.K. Lacey

NOV. TROPHY DASH

1. Jack Mott	BSA

NOVICE A MAIN

1. Jack Mott	BSA
2. Bill Elder	Duc
3. Ken Hart	Yam

NOVICE B MAIN

1. Bill Jackson	Bul
2. Joe Kegley	Yam
3. Bob Lindouer	Yam

AMATEUR TROPHY DASH

1. Ike Reed	Tri

AMATEUR A MAIN

1. Ike Reed	Tri
2. Bill Kramer	Tri
3. Jim Gale	Tri

EXPERT TROPHY DASH

1. T.L. Hoglan	Nor

EXPERT A MAIN

1. Dick Jagow	Tri
2. T.L. Hoglan	Nor
3. Ross Robert	Tri

EXPERT B MAIN

1. Dick Donaca	Tri
2. Mike Welton	Tri
3. Jerry Kouvo	Tri

NOVICE TROPHY DASH

1. Jack Mott	BSA

NOVICE A MAIN

1. Jack Mott	BSA
2. Len Miller	Hon
3. Bill Jackson	Bul

NOVICE B MAIN

1. Al Brackenbury	Hon
2. Bob Lindouer	Yam

AMATEUR TROPHY DASH

1. Ike Reed	Tri

AMATEUR A MAIN

1. Ike Reed	Tri
2. Kent Hansen	BSA
3. Jim Gale	Tri

EXPERT TROPHY DASH

1. Gary Davis	Tri

EXPERT A MAIN

1. Dick Jagow	Tri
2. Jimmy Smith	Tri
3. Gary Davis	Tri

EXPERT B MAIN

1. Doyle McNatt	Tri
2. Mike Welton	Tri

LIONS DRAG RESULTS
Sun., Aug. 18, 1968

TOP BIKE:		
Joe Smith	H-D	10.72—141.00
STOCK BIKE:		
AA — Al Sherwin	H-D	12.87—104.00
A — D. Powell	H-D	12.98—102.15
B — Amer.Spd Cycle	Nor	13.29— 96.00
D — W. Harms	Hon	17.57— 68.49
F — C. Moore	Bri	17.52— 72.20
MOD. STREET:		
A — H. Mynatt	H-D	13.27—102.73
C — Hewitt	Tri	14.04— 92.97
D — Decker	Hon	15.99— 77.78
E — J. Lynn	Suz	13.09— 97.50
F — S. Smith	Bri	17.48— 71.77
GAS:		
A — Chambers	H-D	11.76—116.12
F — M. Valisco	Bri	13.63— 91.64

IRWINDALE DRAG RESULTS
Sat., Aug. 19, 1968

TOP BIKE:		
Joe Smith	H-D	10.20—146.81
RUNNER UP:		
Miller & Brackett	H-D	11.46—121.00
STOCK:		
V. Rowles	Suz	12.47—102.00

SACRAMENTO NAT'L RACEWAY
Sacramento, Cal. Fri., Aug. 16, 1968

By Lisa Willis

100cc NOVICE
1. William Strang
2. Walron Burres
3. Ronnie Blackman

200cc NOVICE
1. John Green
2. Milan Vickers
3. Larry Beaty

100cc-200cc AM./EXP.
1. Mike Ellis
2. Merrill Beidleman
3. Pat Rooney
4. Ralph Gutierrez

250cc NOVICE
1. Don Coleman
2. Sam Whitie
3. Jeff Holman

250cc AMATEUR
1. Jerry Pratt
2. Dick Lewis

250cc EXPERT
1. Gary Willis
2. George Carter
3. Ray Vatne

Illustration by LaGreca

SUNNY VALLEY SPEEDWAY
Grants Pass, Ore. 7-27-68

By Virginia Copeland

100cc CLASS

"B" FLATTRACK	
Tom Thumler	M-B
"A" FLATTRACK	
Ron Matson	—
TROPHY DASH	
1. Wes Word	Suz
2. Randy Bigham	Hon
3. Chuck Johnston	Bri
"B" MAIN	
1. Don Thumler	M-B
2. Ron Matson	—

200cc CLASS

FLATTRACK	
Ed Thayer	Bul
TROPHY DASH	
Dale Hall Jr.	Bul
"A" MAIN	
1. John Soy	Bul
2. Gary Thompson	Bul
3. Dave Russell	Kaw

KIDS CLASS

"A" FLATTRACK	
Rick Ziegler	Yam
"B" FLATTRACK	
Lance Espy	Hon
TROPHY DASH	
Rick Ziegler	Yam
"A" MAIN	
1. Rick Ziegler	Yam
2. Randy Johnson	Bul
3. Peter Simonsen	M-B
"B" MAIN	
1. John Renfro	M-B
2. Lance Espy	Hon

250 CLASS

"A" FLATTRACK	
Dwane Francisco	Kaw
"B" FLATTRACK	
Mike Lawless	Bul
"C" FLATTRACK	
Bill Beck	C-Z
TROPHY DASH	
Mike Thompson	BSA
"A" MAIN	
1. Mike Thompson	BSA
2. Dwane Francisco	Kaw
3. Dan Ginther	Gre
"B" MAIN	
1. Harvey Ziegler	Yam
2. Larry McLane	Bul
"C" MAIN	
1. Larry Howard	Yam

OPEN CLASS

"A" FLATTRACK	
Bob Vaughn	Tri
"B" FLATTRACK	
Jim Henson	Hon
TROPHY DASH	
Fritze Espy	Bul
"A" MAIN	
1. Bob Vaughn	Tri
2. Fritz Espy	Bul
3. Ken Willingham	Hon
"B" MAIN	
1. Jim Henson	Hon
2. Roy Reed	Tri

SWEEPSTAKES

Dwane Francisco	Kaw

ORANGE CO. SPEEDWAY SHORT TRACK & TT
Orange Co., Cal., Wed., Aug. 14, 1968

SHORT TRACK

100cc TROPHY DASH	
1. Mark Kruse	Bul
250cc TROPHY DASH	
1. Bill Cody	Bul
100cc MAIN	
1. Dave Aldana	Suz
2. Jimmy Raymond	Suz
3. Carroll Heiland	Kaw
4. Brad Throckmorton	Suz
5. Rex McLeod	Yam
6. Allen Swett	Bil
250cc MAIN	
1. Dave Aldana	Oss
2. Bill Cody	Bul
3. Randy Ellis	Hon
4. Stan Rogers	Bul
5. Carroll Skov	Bul
6. Eddie McGregor	Bul
100cc TROPHY DASH— TT	
1. Dave Aldana	Suz
250cc TROPHY DASH	
1. Randy Ellis	Bul
500cc TROPHY DASH	
1. Len Burke	Tri
100cc MAIN	
1. Mark Kruse	Bul
2. Ron Hoesterey	Kaw
3. Larry Show	Hod
4. John Hoffard	Hon
5. Art Barda	Bri
6. Ken Smith	Hon
250cc MAIN	
1. Randy Ellis	Bul
2. Bill Cody	Bul
3. Mike Toussau	Kaw
4. Sandy Armstrong	Bul
5. Bob Prior	Bul
6. Ron Ringen	Kaw
500cc MAIN	
1. Len Burke	Tri
2. James Foxe	Tri
3. Eddie Walker	Tri
4. Frank Ching	BSA
5. R. H. De Shazo	Tri
6. Robert Potts	Tri

ELSINORE TT SCRAMBLES
Elsinore, Cal.,Sun. 8-17-68

100 NOV. MAIN (1)

1. L. Bird	Yam
2. J. Hofford	—
3. M. Lund	Hon
4. B. Hardin	Suz
5. W. Sharp	Hon

100 NOV. MAIN (2)

1. M. Clancy	Kaw
2. J. Simpson	Bul
3. R. Wagmiere	Bul
4. S. Willoughby	Yam
5. R. Good	Bul

200 NOVICE

1. G. Mazon	Oss
2. R. Hardison	Bul
3. M. Little	Bul

250 NOVICE

1. L. Bochkay	Yam
2. M. MacLean	Yam
3. R. Talbot	H-D

350 NOVICE

1. D. Rick	Duc
2. R. Ellis	Hon
3. K. Currell	Bul

500 NOVICE

1. G. Nord	BSA
2. E. Walker	Tri
3. R. Ellis	Hon

OPEN NOVICE

1. E. Walker	Tri
2. L. Ching	BSA
3. F. Bendrat	BSA

100 EXPERT

1. D. Hopkins	Suz
2. K. Tennis	Hod
3. S. McMahon	Yam

250 EXPERT

1. R. Ellis	Bul
2. J. West	Bul
3. J. Sprague	Bul

350 & 500 EXPERT

1. D. Lenar	BSA
2. J. Flores	Tri
3. E. Walker	—

OPEN EXPERT

1. J. Sprague	Tri
2. J. Foxe	Tri
3. T. Simpson	Tri

TIJUANA TT RACES
Tijuana, Mex., Sun. 8-18-68

By Bill Harmer

50cc CLASS

1. Roloff	Yam
2. —	—
3. Ortega	Hon

100cc NOVICE

1. Roloff	Yam
2. Peluso	Yam
3. Maloney	Hod

100cc EXPERT

1. R. Vanderpool	Yam
2. W. Hosaka	Hod
3. J. Harmon	Yam

200cc CLASS

1. Little	—
2. Peluso	Kaw
3. Roloff 100cc	Yam

250cc NOVICE

1. Stafford	
2. Grace	
3. Curtiss	

250cc EXPERT

1. Ray Vanderpool	Yam
2. Ward Ring	Hus
3. John Sprague	Bul

OPEN NOVICE

1. W. Clarke	Kaw
2. Larsen	Tri
3. T. Leque	Bul

OPEN EXPERT

1. John Sprague	Tri
2. Vic Hannan	Kaw
3. Jim Harmon	Nor

TROJAN SHORT TRACK & TT
So. Gate, Cal., Thurs. 8-15-68

By Mike Capalite

100cc JUNIOR TT

1. Jack Morgan	Hod
2. David Ham	Bri
3. Mike Lund	Hon

100cc SENIOR TT

1. Gary Bailey	V-T
2. Bryan Spinks	Yam
3. Jimmy Raymond	Suz

250cc JUNIOR TT

1. Craig Cove	Oss
2. Irwin Moon	Bul
3. Dick Weinbrandt	Bul

250cc SENIOR TT

1. Gary Bailey	Gre
2. Eddie Boa	Yam
3. Jerry Formby	Yam

100cc JR. SHORT TRACK

1. Mike Lund	Hon
2. Lloyd Quintard	Yam
3. Norm Benham	Hod

100cc SR. SHORT TRACK

1. Paul Wilde	Yam
2. Jimmy Raymond	Suz
3. Dan Hazel	Yam

250cc JUNIOR SHORT TRACK

1. Eric Olesen	Bul
2. Jim Posey	Yam
3. Dick Weinbrandt	Bul

250cc SR. SHORT TRACK

1. Eddie Boa	Yam

¼ MILE SHORT TRACK
Placerville, Cal., Sat., Aug. 17, 1968

By Pattie Prestidge

"B" MAIN

1. Russ Powell	Duc
2. Steve Bales	Duc
3. Lucky Threaway	Bul
4. Frank Gillespie	Suz
5. Dave Clark	Yam
6. Jim Hutzler	Bul
7. Jim Richards	Hon
8. Bob Bellino	Suz

Time: 1:51.99

"A" MAIN

1. Harry Dring	Yam
2. Bob Self	Suz
3. Paul Bostrom	Hon
4. Nick Theroux	Hon
5. Bill Stockham	BSA
6. Mike Yarn	Bul
7. Wayne Livingston	H-D
8. Bob Scally	Bul
9. Rod Kreiss	Bul

Time: 3:24.08

TROPHY DASH

1. Phil Hinkle	Suz
2. Ralph Waldman	Suz
3. Nick Theroux	Hon

SPROCKETS SCRAMBLES
Bakersfield, Cal., Sat., Aug. 10, 1968

By Ernie Winslow

90cc NOVICE

1. Ken Green Jr.	Kaw
2. Ron Powell	Yam
3. Art Carter	Hon
4. Larry Fairbanks	Hon

90cc AMATEUR/EXPERT

1. Dana Thompson	Suz
1. Joe Roseberry	Kaw
2. Frank Roseberry	Kaw
3. Guy Smith	H-D
4. Mike Lane	Hod

200cc NOVICE

1. Gil Robbins	Bri
2. Don Bacot	Bri
3. Steve Snyder	Bul
4. Rick Mears	Hon

200cc AMATEUR/EXPERT

1. Jim Maxwell	A	Bul
2. Frank Roseberry	E	Bul
3. Ron Tobey	A	Bri

250cc NOVICE

1. Jeff Johnson	R-E
2. Ken Green Jr.	Kaw
3. Steve Colby	Bul
4. Myran Kitchen	Yam

250cc AMATEUR

1. Stan Mills	Mon
2. Steve Davis	Bul
3. Howard Howell	Yam
4. Ken Wise	H-D

250cc EXPERT

1. Randy Smith	Bul
2. Mike Lane	Yam
3. Ron Spillman	Duc
4. Tracy Bright	Bul
5. Harvey Bakker	Bul

350cc NOVICE

1. Art Swortfiguer	Hon
2. Larry Garban	Bul
3. Ray Yinger	Hus
4. Jim Harvey	Hon

OPEN NOVICE

1. Bob Owens	Tri
2. Jim O'Hara	Tri
3. Stan Nunes	Tri
4. Ray McCallister	Tri

OPEN AMATEUR

1. Mike Keen	Mat
2. Mike Middleton	Tri
3. Mike Thompson	Tri
4. Darrell McCauley	BSA

OPEN EXPERT

1. Ron Pierce	Tri
2. Lannie Mays	Tri
3. Keith Thomas	Tri
4. Carroll Jackson	BSA
5. Terry Dorsch	Tri

SIDEWINDERS TT
Portland, Ore., Fri., Aug. 9, 1968

By J.K. Lacey

NOVICE TROPHY DASH

Jack Mott	BSA

NOVICE A MAIN

1. Jack Mott	BSA
2. Len Miller	Hon
3. Bill Jackson	Bul

NOVICE B MAIN

1. Al Brackenbury	Hon
2. Bob Lindouer	Yam

AMATEUR TROPHY DASH

Ike Reed	Tri

AMATEUR A MAIN

1. Ike Reed	Tri
2. Kent Hansen	BSA
3. Jim Gale	Tri

EXPERT TROPHY DASH

Gary Davis	Tri

EXPERT A MAIN

1. Dick Jagow	Tri
2. Jimmy Smith	Tri
3. Gary Davis	Tri

EXPERT B MAIN

1. Doyle McNatt	Tri
2. Mike Welton	Tri

RESULTS

RRC CHART STANDINGS

MALE SOLO

1. Wayne Bonnett	Lucky Wheels	1252
2. Matt Ford	Toppers	1193
3. Odie Porterfield	Overlanders	1182
4. Richard Wagner	Centaurs	1120
5. Bob Skillman	Toppers	1099

FEMALE SOLO

1. Dot Porterfield	Overlanders	1141
2. Judy McCombs	Overlanders	1079
3. Phyllis Clark	Motor Maids	798

PASSENGER

1. Vi Bonnett	Lucky Wheels	1214
2. Pam Porterfield	Overlanders	1157
3. Leon Porterfield	Overlanders	1108
4. Diane Skillman	Toppers	1083
5. Joy Garcia	Centaurs	987

SIDECAR

1. Don Gorner	Toppers	942
2. Sherman Ames	Centaurs	845
3. Ivaline Tenney	Motor Maids	344

CLUB PERCENTAGE

1. Overlanders	73%
2. Toppers	64
3. Lucky Wheels	59
4. Ace of Clubs	58
5. Santa Ana Cruisers	48

SADDLEBACK TRIALS
Irvine, Cal., Sun., Aug. 25, 1968

By Tom Culp

EXHIBITION

Sammy Miller	15 Pts.

MASTERS CLASS

1. Jim Wilson	Gre	28 Pts.
2. Bob Grove	Gre	36
3. Vic Boocock	Bul	53

EXPERT CLASS

1. Tom Glaister	Hod	116
2. Dwane Stone	Gre	131
3. Ron Roach	Tri	132

AM. 100cc ULTRA LIGHTWEIGHT

1. Walt Wagner	Hod	20
2. Louie Dunn	Hod	23
3. Norm Corwell	Sac	30

AMATEUR LIGHTWEIGHT

1. Gary Davis	Gre	16
2. John Blailook	Cot	16
3. Bill Ocheltree	Gre	17
4. John Brewer	Yam	17

AMATEUR HEAVYWEIGHT

1. Jim Kayser	Bul	32
2. Jim Ward	BSA	38

CHOWCHILLA SCRAMBLES
Chowchilla, Cal., Sat., Aug. 17, 1968

By Ray York

100 NOVICE

1. Larry Ringler	Cim
2. John Bixyeu	Cim
3. George Speropalous	Hod

100 AM./EXPERT

1. Greg Grouleff	M-B
2. Gary Maulden	M-B
3. Garvin Brown	Bul

101-125 NOV./AMATEUR

1. Jack Rea	Kaw
2. Buck Harton	Yam
3. Gene Borges	Kaw
4. Ron Quitorianii	H-D

200 NOVICE

1. Stan Geesbrecht	Tri
2. Bruce Davis	Bul
3. Tommy Pritchett	Hon
4. Robert Tessier	Hon

200 AMATEUR

1. Steve Bray	Bul
2. Earl Loyd	Bul
3. Richard Loewen	Tri

250 NOVICE

1. Joe Engldman	Kaw
2. Richard Jones	Yam
3. Doug Murrell	Kaw
4. William Bateman	BSA

250 AMATEUR

1. Stan Mills	Mon
2. Tommy Smith	Mon
3. Ken Owen	BSA
4. Larry Rogers	Yam

250 EXPERT

1. Tod Sloan	Mon
2. Harvey Bakker	Bul
3. Freeman Coulter	Bul
4. Jim Keener	Bul

350-500 NOVICE

1. Don Adams	Hon
2. Clinton DeVass	BSA
3. Ray Comer	BSA
4. Tony McDowell	Tri

350-500 AMATEUR

1. Dale Graham	Mon
2. Robbie Collins	Hon
3. Stan Sibley	Tri
4. Rich Loewen	Tri

650 NOVICE

1. Arnold McKay	Tri
2. Dale Arrant	Tri
3. Allen Hayden	BSA
4. Rich Henderson	Tri

650 AMATEUR

1. Mike Middleton	Tri
2. Gene Austin	Tri
3. Wayne Hicks	Tri

650 EXPERT

1. Jim McCracken	Tri
2. Keith Thomas	Tri
3. Clinton Howe	Tri
4. Jack Monger	Bul

VIEWFINDERS TT SCRAMBLES
Perris, Cal., Sun., Aug. 25, 1968

By Maureen Lee

(Definitely Unofficial!)

50cc & POWDER PUFF COMBINED CLASSES

1. Steve Nicholls	Yam
2. Gary Caldwell	Hon
3. Hank Scott	Hon
4. Tom Farrell	Hon
5. Jay Lewis	Yam

100cc NOVICE

1. #149x	—
2. Mark Blackwell	Yam
3. #954x	—
4. Walt Crampton	Hon
5. Greg McArthur	Hod

100cc AMATEUR

1. Dale Hopkins	Suz
2. #21x	—
3. #61x	—
4. Lloyd Quintard	Yam
5. Vincent Graves	Hod

100cc EXPERT

1. David Aldana	Suz
2. Ken Lee	Hon
3. Jim Connolly	Hod
4. Steve Nicholls	Hon
5. Hayward Mendenhall	Hod

101-200 COMBINED CLASSES

1. Sandy Armstrong	Bul
2. Loyal Walker	Bul
3. Danny Hockie	Oss
4. Linus Beall	Bri
5. Bob Harbison	Bul

250cc NOVICE

1. Walt Bird	Yam
2. Larry Spaulding	Mon
3. Bill Bartels	H-D
4. Norm Harris	Yam
5. Gary Riley	Yam

250cc AMATEUR

1. Vincent Graves	Bul
2. Dick Allen	Yam
3. Jim West	Bul
4. Jack Holt	Gre
5. Rick Talbot	H-D

250cc EXPERT

1. Fred Edwards	Yam
2. Gary Scott	Yam
3. Gary Jones	Tri
4. David Aldana	Oss
5. Jim Connolly	Oss

350cc COMBINED CLASSES

1. Tony Denius	H-D
2. Richard Wunder	Hon
3. C.W. McIntosh	Hon
4. Brian Short	BSA
5. Ed Young	Hon

500cc NOVICE

1. Jim Harnisch	BSA
2. Mike Mockbee	Tri
3. Jerry Thomason	Bul
4. Ray Shafer	Tri
5. Ralph Porzelt	Tri

500-OPEN AMATEUR

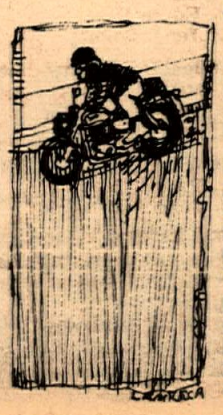
1. Jim McClurg	Mai
2. Kirk McDowell	Bul
3. Bob Ward	Tri
4. Tom LaFortune	Tri
5. Dennis Stinson	Tri

OPEN NOVICE

1. Gary Wilkins	Tri
2. Perry Armstrong	Tri
3. John Kavanaugh	Tri
4. Dick Saddler	Tri
5. Dick Mulliner	Nor

500-OPEN EXPERT

1. John Rice	Hon
2. Chuck Minert	BSA
3. Terry Dorsch	Tri
4. Ben Fakkeldy	Tri
5. DeWayne Jones	BSA



CALIF. MOTO-CROSS CLUB
Carlsbad, Cal., Sun. 8-25-68

By Bill Pettigrew

125cc EXPERT

1. G. Bailey	Pen
2. J. Willis	Bul
3. T. Hart	Gua
4. B. Kulek	Pen
5. M. Holliday	Hod
6. S. Whitten	Hod

125 JR. DIV. 1

1. K. Lohmeyer	Bul
2. R. Bailey	Sac
3. B. Baron	Hod
4. S. Price	Hod
5. R. Burket	Hod
6. J. Cooke	Hod

250cc JR. DIV. 1

1. G. Smith	C-Z
2. R. Bandfield	Yam
3. D. Ortega	Hus
4. L. Nolen	Yam
5. M. Pera	C-Z
6. C. Hollenbeck	Bul

250 JR. DIV. 2

1. K. Lohmeyer	Bul
2. J. Kulek	Bul
3. T. Horton	Gre
4. D. Degraff	Suz
5. D. Schweers	Hus
6. B. Test	Hon

250cc EXPERT

1. L. Larson	Hus
2. R. Damell	Hus
3. W. Axthelm	Mai
4. T. Hart	C-Z
5. W. Harry	Bul
6. B. Kulek	Hus

500cc EXPERT

1. G. Bailey	Gre
2. L. Larson	Hus
3. J.N. Roberts	Hus
4. B. Jackson	Gre
5. G. Fetty	Gre
6. N. Nilson	Mai

125cc JR.

1. S. Paul	Zun
2. N. Benham	Hod
3. J. Sherman	Hod
4. T. Shumate	Hod
5. D. Mitchell	Hod
6. R. Shurley	Hod

500 JR.

1. B. Hager	Mon
2. D. Eckhart	Mat
3. M. Fox	Mai
4. P. Harber	Gre
5. J. Biedenbach	Bul
6. W. Dekking	Mon

ORANGE COUNTY SPEEDWAY
El Toro, Cal., Aug. 21

By Mike Capalite

100cc SHORT TRACK MAIN

1. Mark Kruse	Bul
2. David Aldana	Suz
3. Jimmy Raymond	Suz

250cc SHORT TRACK MAIN

1. Randy Ellis	Hon
2. Bill Cody	Bul
3. David Aldana	Oss

OPEN SHORT TRACK MAIN

1. Randy Ellis	Hon
2. Rick Woods	Tri

100cc TT MAIN

1. David Aldana	Suz
2. Jimmy Raymond	Suz
3. Mark Kruse	Bul

250cc TT MAIN

1. Bill Cody	Bul
2. David Aldana	Oss
3. Paul Coberly	Bul

OPEN TT MAIN

1. Leonard Burke	Tri
2. Don Dudek	Tri
3. Eddie Walker	Tri

100cc SHORT TRACK T.D.

1. Mark Kruse	Bul

250cc SHORT TRACK T.D.

1. Bill Cody	Bul

125cc TT TROPHY DASH

1. David Aldana	Suz

250cc TT TROPHY DASH

1. Randy Ellis	Hon

OPEN TT TROPHY DASH

1. Don Dudek	Tri

WHITEMAN CLASS A SPEEDWAY
Pacoima, Cal., Sun., Aug. 25, 1968

By John Grant

	Pts.
L.A. Tigers	51
S.F.V. Red Devils	33

HIGH POINT RIDERS

1. Jack O'Brien	LA	12
2. Paul Conserriere	LA	10
3. Johnny Carter	LA	7
4. Sonny Nutter	SFV	9
5. Jim Nicholson	SFV	8
6. DeWayne Keeter	SFV	5
7. John Hateley	SFV	5

HANDICAP FINAL

1. Eddie Mulder
2. Ron Miller
3. Jim Ashmore
4. Mike Bast

TROJAN RACEWAY CLASS A
So. Gate, Cal., Sun., Aug. 25, 1968

By Mike Capalite

TROPHY DASH

1. Jim Nicholson	Eso
2. Paul Conserriere	Eso
3. Eddie Mulder	Eso
4. DeWayne Keeter	Eso

C MAIN

1. Jim Posey	JAP
2. Rick Woods	JAP
3. Chuck Jones	JAP
4. John Carter	Eso

B MAIN

1. Jim Nicholson	Eso
2. Steve Scott	JAP
3. Steve Bast	JAP
4. DeWayne Keeter	Eso

A MAIN

1. Elliott Schultz	Eso
2. Sonny Nutter	JAP
3. Paul Conserriere	Eso
4. Eddie Mulder	Eso

NEW FOURLAP RECORD

4-Lap Jim Nicholson	51.57

CYCLELAND SPEEDWAY
Chico, Cal., Sat. 8-17-68

By Carolyn Richards

BEGINNERS RACES

100cc: Bill Brownell Jr.	Hon
200cc: Don Rudd	Hon
250cc: John Crenshaw	Yam

SCRATCH MAINS

100cc: Joe Allen	Kaw
200cc: Dick Turner	Hon
250cc: Ray Vatne	H-D

HANDICAP MAINS

100cc CLASS

1. Francis Ladara	Hon
2. Walton Burris	M-B
3. Dennis Mayhew	Hon

200cc CLASS

1. Tom Jones	Yam
2. Dick Turner	Hon
3. Mike Rockwell	Yam

250cc CLASS

1. Manfred Heyrend	Yam
2. Ray Vatne	H-D
3. Bob Vaughan	Hon

ASCOT HALF-MILE
Gardena, Cal., Fri., Aug. 23, 1968

By Carol Sims

15-LAP EXP. MAIN EVENT

1. Ralph White	BSA
2. Phil Todd	BSA
3. Chuck Jones	BSA
4. Tim Harris	BSA
5. Bruce Holland	Tri
6. DeWayne Keeter	BSA
7. Ron Kruseman	BSA
8. Larry Earhart	H-D
9. Clyde Litch	Tri*
10. Paul Conserriere	H-D*

Time: 5:57.52 *Did Not Finish

10-LAP AMATEUR MAIN

1. Geezer Emick	BSA
2 Don Harms	H-D
3. Steve Pederson	Vel
4. Alex Chinwski	BSA
5. Bill Cody	H-D
6. Rick Elisarraras	H-D
7. Ron Lastra	R-E
8. Jim Ashmore	H-D

Time: 4:00.27

8-LAP NOVICE MAIN

1. Keith Mashburn	Yam
2. Randy Smith	Suz
3. Terry Donaher	Yam
4. Rudy Galindo	Yam
5. Dave Stroman	H-D
6. Don Dudek	Yam
7. Tom Sherman	H-D
8. Jim West	Bul
9. Carroll Skov	Duc
10. Jim Davk	Yam

Time: 3:16.38

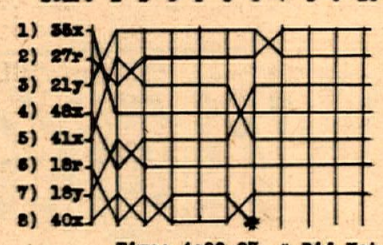
3-LAP EXP. TROPHY DASH

1. Clyde Litch	Tri
2. Phil Todd	BSA
3. Alex Chinwski	BSA
4. Mel Lacher	H-D*

Time: 1:14.59 *Did Not Finish

LAP CHARTS by Carol Sims

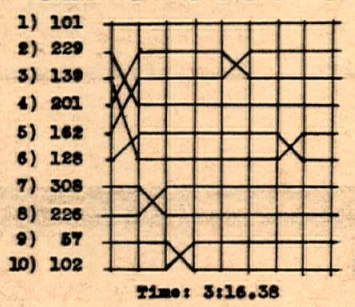
10-LAP ASCOT AMATEUR MAIN



1) 27r Geezer Emick (BSA)
2) 21y Don Harms (H-D)
3) 48x Steve Pedersen (Velo)
4) 35x Alex Chinowski (BSA)
5) 41x Bill Cody (H-D)
6) 18y Rick Elisarraras (H-D)
7) 18r Ron Lastra (R.E.)
8) 40x Jim Ashmore (H-D) *

Time: 4:00.27 * Did Not Finish

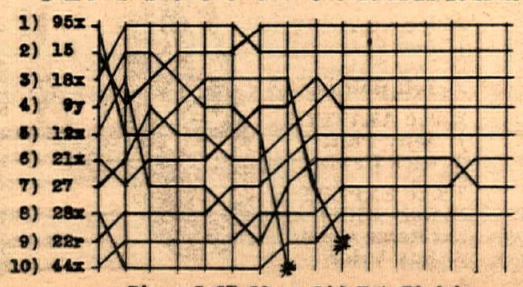
8-LAP ASCOT NOVICE MAIN



1) 101 Keith Mashburn (Yam)
2) 162 Randy Smith (Suz)
3) 201 Terry Donaher (Yam)
4) 229 Rudy Galindo (Yam)
5) 139 Dave Stroman (H-D)
6) 128 Don Dudek (Yam)
7) 226 Tom Sherman (H-D)
8) 308 Jim West (Bul)
9) 102 Carroll Skov (Duc)
10) 57 Jim Dauk (Yam)

Time: 3:16.38

15-LAP ASCOT EXPERT MAIN EVENT



1) 15 Ralph White (BSA)
2) 18x Phil Todd (BSA)
3) 27 Chuck Jones (BSA)
4) 12x Tim Harris (BSA)
5) 22r Bruce Holland (Tri)
6) 44x DeWayne Keeter (BSA)
7) 12x Ron Kruseman (BSA)
8) 28x Larry Earhart (H-D)
9) 95x Clyde Litch (Tri) *
10) 9y Paul Conserriere (H-D) *

Time: 5:57.52 * Did Not Finish

MEET THE RACER

Alex Chinowski

ALEX CHINOWSKI – PROFILE OF AN UP-AND-COMING RACER

By Thomas D. Austin

Alex Chinowski doesn't look like a guy who fronts the field in flat track or makes spectacular jumps in T.T.'s. He is a quiet, almost shy young man with clear blue eyes and a shock of unruly blonde hair. But appearances, as the saying goes, are deceiving – this soft-spoken nineteen-year-old is one of the hottest new talents in racing.

Though Alex began racing just over a year ago, he has been interested in motorcycles since he bought his first bike at the age of fifteen. He immediately put the bike to work on his paper route. "Sometimes," Alex grins, "I'd want to ride faster than I could toss papers. I got to where I looked forward to doing my route just for a chance to see if I could learn to toss as fast as I rode."

Alex's first bike was more than a convenience for his paper route. He began tinkering with it, learning how to make his own repairs. He confessed to being almost happy when something went wrong because it gave him a chance to experiment. Even before graduating from high school, he parlayed that knowledge into a part time job for a local Honda dealer. After graduation, Alex became a full time mechanic at the same dealership.

His employer introduced him to racing. Alex started attending as a spectator and quickly decided he wanted to try racing himself. He was an apt pupil, practicing night and day to learn the "tricks of the trade." He entered his first race on one of the shop's rental bikes – a Honda 50. "I didn't do very well," he says with a modest chuckle.

Despite his undistinguished showing in that first competition, it was like an open sesame to Alex Chinowski. "I liked the competition, the feeling that you had to be on the alert every second. I guess I also liked being able to go as fast as I could without worrying about getting a ticket."

Alex began to enter everywhere he could qualify. He now races regularly at Ascot Park, and has been entered in other competitions all over California. As lifetime reminders of last year when he was in the sportsman classification, he has accumulated some forty trophies for his wins. "The trophies," he grinned, "are scattered all over Ventura County. I have some at home, my girlfriend has some, my grandmother has some."

But Alex (whose last name, though actually spelled Chrzanowski, has been shortened by the press to the more pronounceable Chinowski), isn't a man to rest on his laurels. His Amateur class year has been progressing nicely, with several Main Event wins at Ascot, mounted on a Honda 450 and later on BSA.

In spite of his already impressive trophy collection, Alex still considers his first win as his proudest moment to date. "I took the Tri-State Championship at Bakersfield. I'd had the thrill of racing, but the thrill of that first win was like nothing else. That was before I'd ever raced at Ascot."

Alex's first races were entered independently. He now has sponsorship, and doesn't mind a bit. "I like being sponsored," he says. "I don't have to worry about getting my bike to the track." He uses a BSA Gold Star for flattrack and switches to Triumph for TT's. On both he performs well, attesting to his all-around ability.

Having a sponsor and a respectable win record has changed Alex's attitude toward racing. "I take racing more seriously than I used to. When I started, it was kind of a hobby – lots of fun and that was about it. Now, I feel a responsibility to my sponsor, and a responsibility to the sport of racing as a whole."

Alex's racing successes have made him something of a local authority on the subject. Young, would-be racers drop by the Honda shop to ply Alex with questions about the sport. "I'm just a beginner myself," he says. "I don't feel qualified to give anyone advice. The only thing I try to do is tell people how much I enjoy racing, and that you have to work at it to be good."

And Alex does work at it. He adjusts his personal life to allow for plenty of practice. "There are times," he grins, "when I'd like to go out or maybe just loaf around the house instead of working on my bike or practicing. But most of the time, I'd rather ride than anything. I think that to become a really good racer, I have to give it my full attention. I don't have time for many activities outside of my regular job and racing."

Alex doesn't consider restricting his outside activities as a sacrifice. "It's all in what you want to do– what you like to do," he says. "There's not enough time in anybody's life to do everything, so that means you have to choose what you want to do and then do it the best you can."

Alex Chinowski has made his choice. His ambition in life is to become the best motorcycle racer he possibly can, and perhaps later to start racing cars. "I've already started messing around with my old Ford," he says. "Sometimes a group of us go out to the river bottom and have races. Eventually, I'd like to race both bikes and cars."

Alex feels lucky to have discovered his true interests early in life. "That gives me more time to do something with it," he says. "I think my folks want me to go to college, but I can't imagine studying for a few years and then settling down to a quiet, routine life. When I quit racing eventually, I still want to work around bikes– maybe have my own shop."

Though he is highly ambitious, Alex is realistic in his attitudes toward racing and his own part in it. "Racing isn't everything in life," he says. "I don't think everybody I know should be interested in hearing the details of the latest competition. The only point of living is making your life count – doing something that really matters to you, whether or not it matters to anyone else. People get hung up on different things – they try something once and it clicks with them and they want to keep on trying. That's the way it was for me when I started racing. It's all in doing what you like – and I like wheels."

"I like wheels," sums it up for Alex. At an age when most young men are going to college, wondering what they really want, or working at the first job that happened to come along, Alex has already begun to shape an exciting career. If dedication and determination mean anything, Alex Chinowski is a young racer well worth watching.

QUESTIONS AND ANSWERS

By The Answer Man

QUESTION: *What is meant by degreeing a cam in? J.H.–Los Angeles, Calif.*

ANSWER: Cams are designed to open and close valves at specific periods of a piston's travel. For example if an intake cams timing figures as 50-60 it means that the cam is supposed to begin opening an intake valve at 50 degrees before top dead center and close it at 60 degrees after TDC. Tools required for this timing are: One degree wheel and a dial indicator calibrated in thousands of an inch travel. Virtually every engine is timed basically in the same method but each has its own peculiarities. I suggest you obtain a shop manual that pertains to your particular make and model.

QUESTION: *I have a Yamaha YDS2 that seems to be running too rich. What is the standard main size? D.B. – Buena Park, Calif.*

ANSWER: Yamaha recommends a #80 main jet and #25 pilot jet.

QUESTION: *I wrote to you sometime ago about the Parilla motorcycle and have since bought one. It is in pretty good shape but may soon need overhauling. If I attempt this I will need specifications, do you have these available? Wallen–San Gabriel, Calif.*

ANSWER: As I remember, your Parilla is the 250cc model and its specs. are: .0045 piston clearance, .012" ring gap. Standard bore is 2.677 inches. Ignition point should be at 52 degrees B.T.D.C. Valve timing is; Intake opens at 50 degrees B.T.D.C. and closes at 80 degrees after B.D.C.

Exhaust valve opens at 80 degrees before B.D.C. and closes at 50 degrees after T.D.C.

QUESTION: *I am having a problem that no one seems able to solve. My 305 Honda burns up points every two or three days. I took it to a dealer and the condenser has been changed twice but the problem is still there. Do you have any ideas on what could be wrong? J.S. – Portland, Ore.*

ANSWER: One cause that may have been overlooked is corrosive, dirty or otherwise bad connections at the battery. If these contacts are bad the alternators full load may be thrown to the coils, thus the points and poof, no points!

QUESTION: *I have a Triumph TR6 that I overhauled twice. Each time I have had the cylinder honed to receive new rings and now the piston is getting pretty loose. I don't want to go oversize on the piston until it's absolutely necessary. What do you think is the maximum clearance I should have? T.R. – Lawndale, Calif.*

ANSWER: .008 is the absolute limit. Even at that clearance you will run into problems of compression loss and oil consumption. Possibly because of "blow-by" you may break the rings and suffer piston failure that could cause a lot more trouble than a simple one step rebore job.

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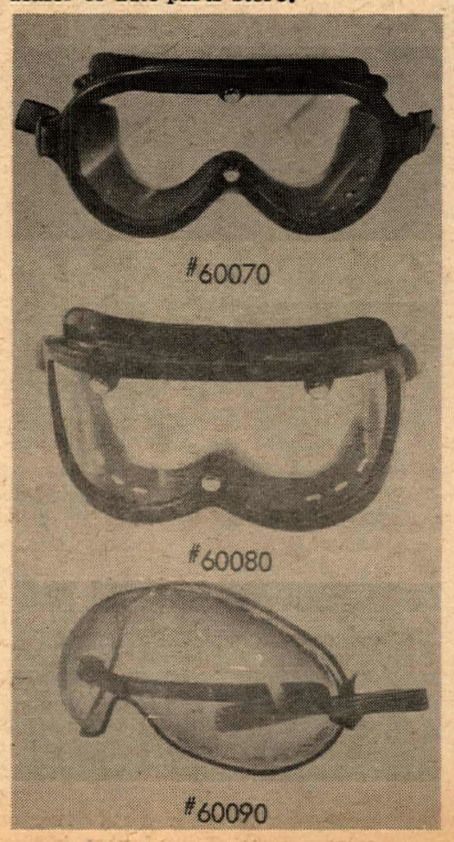
NEW CRAGAR GOGGLES

Three new goggles have been added to the growing Cragar safety helmet accessory line. The Cragar Goggle #60070 is a professional-type featuring wide vision. Soft sponge rubber over high quality natural rubber frame, insures comfortable, positive fit to face, and design accommodates eyeglasses. Interchangeable lens, vented, with adjustable non-slip elastic strap.

The Cragar Extra-Deep Goggle #60080 wraps around face, permitting maximum visibility. Has all features of above-mentioned goggle except provision for eyeglasses. Strap is worn under helmet with this model. The Cragar Economy Goggle #60090 affords 100% vision without distortion. Ventilated with adjustable strap. Inexpensive and replaceable protection. Models 60070 and 60080 list for $3.50 each. Replacement lens in clear, green or yellow are 50¢ each. The Economy Goggle is available in clear (#60090) or smoke green (#60091) and lists for $1.60 at motorcycle or speed shops, tire dealer or auto parts store.



1st ANNUAL SCMA CAMP WISHON RUN

Story and Photo by Rob Robbins

The Southern California Motorcycling Association's first run to Camp Wishon, now a part of road riding history, will be remembered by those who attended as one of the most enjoyable runs of the year. The scenery and weather were nothing short of beautiful. Rumors said it would be very hot, but at an altitude of 4300 feet, it turned out to be just comfortable. After climbing those hills, and rounding all those curves, it seemed like it should have been 43,000 feet. That is really bike country.

As with some of their other runs, the Association gave an award for the neatest campsite, only it was kept a secret until presentation time. The camp was plenty large for the 180 sign-ins, and there were lots of stately pines for shade.

For those who arrived Friday evening, or early Saturday morning, breakfast at the camp was very good and even reasonable. Following breakfast, many of us took to the beautiful mountain roads for a ride. The camp is 12 miles east of Springville, California and those are some swinging miles.

The sign-in, scheduled to close at 5:00 p.m. Saturday, was held open later when news came in of some late arrivals tied up in Springville. Poker hands, horseshoes, and bingo gave all entrants plenty of chances to pick up an award or trophy. The children, with a shorter distance to pitch the horseshoes, did a much better job than the adults. One youngster came out with three ringers out of four tries, while first place in the adult class had only one. Looks like a lost art.

Just before supper, the S.C.M.A. presented Jerry and Vivian Caya, owners of Camp Wishon, with a hand-tooled leather plaque in appreciation for their hospitality. It will be placed along with the mementos of the other tours that have gone to Camp Wishon.

The Saturday evening meal was in keeping with the best. Some more of that well-prepared roast beef, with a choice of three salads, the old stand-by, beans, French bread, and cantaloupe for dessert.

A fine show of club uniforms followed the meal, with the Norwalk Rockets coming out on top, and a close second going to the Valleymen. Dress judging also took place in solos and couples.

There were lots of trophies, and a lengthy discussion over long-distance club and rider, as usual. One of the poker hands, first place passenger, was four deuces and an ace for good measure.

The Red Tops of Bakersfield had a fine turnout, and sure took home a pot of gold. They took largest club, and the largest trophy of all, a perpetual award for best over-all club. The Freight Jockeys have promised to take that one next year.

A dance, attended mostly by the teenage set, lasted til long after most of us went to sleep. A fellow sure can sleep soundly in the mountains.

Sunday morning brought an early departure for many riders trying to beat the heat coming back home. Judging by the good time had and the way the Association is growing, next year's run should bring more than twice as many Southern California riders to beautiful Camp Wishon.

CORCORAN TAKES SACTO CORKER

By Stephen J. Rooney, Jr.

SACRAMENTO, Cal., Aug. 2– With many of the local riders moving up in class, some new names entered the winners' ranks during weekly short track races at Sacramento National Raceway. Pat Rooney and John Grant, both 100cc riders, advanced from Novice to Amateur standings during the past week. Rooney had a string of five straight Main Event wins prior to receiving his new card from AMA District 36 Commissioner Len Allen. By moving up one week earlier than Rooney, Grant enabled Pat to take over the 100cc Novice point lead and receive the Jerel Sportcycle Monthly High Point Trophy.

Other riders moving up included Steve Norberg of North Highlands and Joe Boll of El Dorado Hills. Both Norberg and Boll moved from Novice to Amateur and both are currently riding in the 200cc class.

Point Lead, Then

Joe Henry of Sacramento turned Expert two weeks ago and made his first race in that class a winner. Henry took the Expert 250 race Friday night, July 26, thus taking over the point lead in the Expert class. However, Joe broke his leg while participating in a scrambles race at Lincoln, Calif. on July 28 and will not be able to defend his point lead.

One of the most sensational of the riders at Sacramento Nat'l Raceway has to be hometown boy Milan Vickers. Mounted on a Kawasaki sponsored by the Vickers Honda Shop and tuned by Carl Cranke, Milan has compiled a record of eight straight Main Event wins. In Friday night's action, Vickers broke his shift lever just before his heat race. By putting the bike into third gear and circling about 30 yards behind the start line, he was able to start the heat. Even with this handicap he still managed to place second. Tuner Cranke went to work and had the bike ready for the Main.

Handicap No Handicap

Due to his many wins, Vickers starts the Main Events from the 30-yard handicap line. Getting off to an excellent start he was able to catch and pass two riders in the first turn. Working his way through the pack, Vickers was in a position to challenge leader Larry Beaty, of Martinez, by lap 5. A bobble coming out of the west turn caused Vickers to drop back to third behind John Green, of Carmichael. Vickers caught Green on the back stretch to retrieve second place and his momemtum took him all of the way around Beaty and into first on the last lap. The race had to be considered one of the real exciters of the evening, as Vickers' many fans were worried about the large handicap at the start.

Two of the brand new Amateurs also scored wins in their class. Pat Rooney on his 100cc Bridgestone had to run with the 200cc bikes and gave a good account of himself in his first Amateur go. Rooney, in taking the 100cc first place trophy for his 6th straight Main, actually outran many of the larger bikes. John Grant (Moto-Beta) was second in the 100cc class.

Wins First Time Out

Joe Boll (Bultaco) was the first place winner in the 200cc Amateur class, making his initial Amateur ride a victorious one. Mike Ellis, of North Highlands (Yamaha), kept up his winning ways in the 200cc Expert class and was first overall in the combined 100-200 Amateur Expert combined event. Ellis is the overall high point winner at Sacramento National with 4,850 points. High high point standing was noted with an award from the Pat & Mike Cycle Exchange.

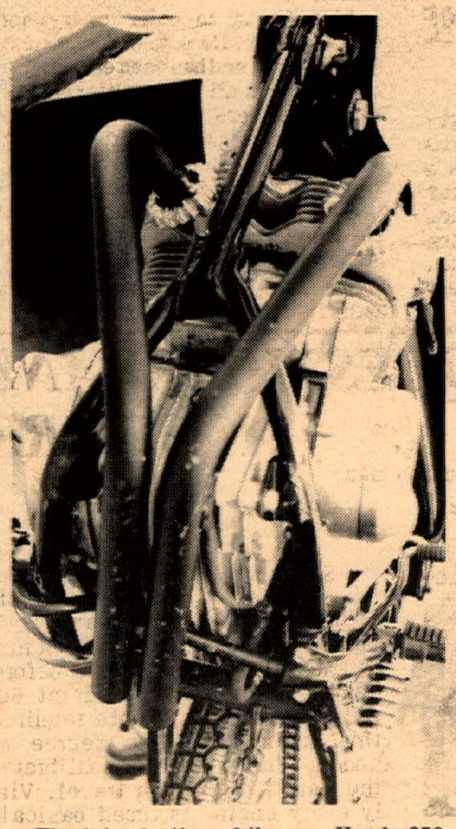
Terry Henry, of Sacramento (Moto Beta) made his way back to the winner's circle after a long absence, to receive the trophy in the 100cc Novice class.

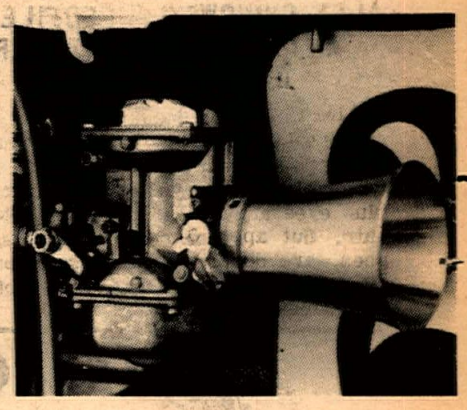
One of the largest turnouts of 250cc Experts had to follow Mike Corcoran (Bultaco) of North Highlands, across the finish line and this win puts Corcoran back at the head of the point list for the 250 Expert class.

Approximately 20 additional riders were on hand for the evening's program. News of the large-size trophies must have spread quite a ways. Friday's program was conducted by the Fort Sutter M.C. Alternate events are handled by the Sacramento Trackers M.C. The Trackers are also looking forward to their second scrambles race to be held Saturday night Aug. 17 at Sacramento Nat'l Raceway.

(Results on page 20)

NEW FOR HONDA 350





The introduction of the new Honda 350 has brought to light some exciting new products but none quite as exciting as those offered by Don Butler of the newly-formed Dragon Products. The excitement centers around two of Dragon's hottest items. The dyno-tuned TT pipes for Honda CL350 and CB350 are made of the highest quality material and form-fitted to tuck in with easy installation. These pipes may be fitted with megaphones or stock baffle. Finished in competition black, they are soon to be available with high luster chrome finish.

Also new for the Honda CL350 and CB350 are these carburetor bells made of high quality alloy and dyno-tuned for unexcelled performance. Give your Honda 350 a competition look and response at a flick of a wrist.

These and other fine products are now available through Dragon Products, P.O. Box 89, Duarte, California 91010. Don Butler, owner of Dragon Products, is well-known throughout the industry as project engineer for Yankee, service manager for Kawasaki and for his two-stroke tuning.

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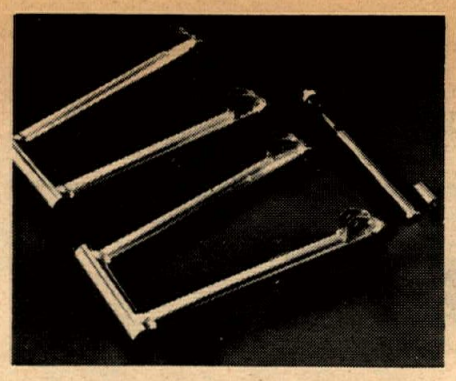
RICKMAN METISSE GIVES CHOICE OF WHEELBASE AND BALANCE FACTOR

The perfect motorcycle will never be built, but the English designers and builders of the fabled Metisse line of racing bikes keep working toward that goal. As long as we humans come in manifold types and sizes, what is one man's pleasure, will surely be someone's poison.

Balance factors in a bike are critical to performance, thus the rider's weight can materially affect its handling characteristics as well as speed and acceleration. Since the weight of the rider is largely toward the rear wheel, a heavier person moves the balance point rearward; not always to best advantage. Moving the rear wheel back helps to compensate, but the limit of chain adjustment is not usually adequate and fails to leave space for additional resetting.

With the Rickman Metisse, wheelbase may be altered by selecting their optional swinging arm, which is one inch longer than standard. Available with a new kit of chassis when specified, the longer arm may also be purchased separately if desired. Some advantage is also found in various types of events such as hill climbing, drag racing, and runs with long straightaways, where the slower turning characteristic is not detrimental. Cost of the swinging arm, part # RK2-1-1, is



$48.00, including rubber-bonded Silent-Bloc bushings. Changeover takes only several minutes.

Immediate adapting of the Rickman swing arm for installation of a Triumph rear wheel is accomplished with a "QD"-type spindle kit. No special tools or machining are required to fit part # MTRS-13, priced at $12.95.

Importers of the Rickman Metisse, Steen's Inc. are located at 1635 West Valley Boulevard in Alhambra, California. Mail address: Box 2276, Zip 91803.

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CLUB GUIDE

Listing in this department is free, contributed as a service to CYCLE NEWS readers and motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

CLUB PLEASE NOTE: SEND YOUR INFORMATION C/O CYCLE NEWS/CLUB DIRECTORY – P.O. BOX 498, LONG BEACH, CALIFORNIA.

IS YOUR CLUB LISTED HERE ?

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Club Address: 11106 Oak, El Monte, Calif. 91731.

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Dues $15 per year. 11520 San Vincente Blvd., Los Angeles, Calif. (213) 465-4780.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, moto cross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Mo. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy. Saugus, Calif. Post meeting refreshments.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB – Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467-2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BRUSH BUMS M.C. of Pomona. 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BMW CLUB OF Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

B.M.W. CLUB OF SOUTHERN CALIFORNIA. Touring club for B.M.W. owners. Dinner meeting around the 25th of each month. Contact Bob Brown, 255 N. White St., Pomona, Calif. for membership information.

BUSHMASTERS M.C. of Banning, Calif. Dirt competition club. Meetings 1st Thursday at Burson & Pointer Garage. Address: P.O. Box 921, Banning, Calif.

CALIF. EAGLES M.C. INC. road club. AMA charter. Meets 2nd & 4th Thursday at members' homes. P.O. Box 5041, Long Beach, Calif. 90805. Call (213) 444-6577 for information.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CALIFORNIA GOPHERS MC of Prado Park, AMA Sanct. Address P.O. Box 2575, Bell Gardens, Calif. Meets 2nd –4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA TRAIL MACHINE ASSOCIATION. So. Cal. info from Bob Doke, 149 Apricot St., Oak View, Cal. 93022; Central Cal. info from Chuck Henry, P.O. Box 1508, Bakersfield, Cal. 93302. No. Calif. info from Don Keller, 4085 East Ave., Hayward, Cal. 94541.

CAL POLY PENGUINS M.C. Street/dirt motorcycle club. ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS M.C., 1710 Magnolia Blvd., Burbank. Inquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

CLASSIC & ANTIQUE MOTORCYCLE ASSN., 808 S. Church St., Visalia, Calif. 93277. Frank Conley, Secretary. Dedicated to the restoration, preservation, and antique motorcycles. So Cal. Chapter: F.W. "Rob" Robbins, 1000 N. Cambria Pl., Anaheim, Calif. 92801.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CONEJO TRAIL RIDERS, c/o Roy Collett, Pres., 3402 Calle Quesbracho, Thousand Oaks, Calif. 91360. Need reps from all trail clubs in So. Cal. to discuss state plans for trail and camp areas.

CRUISERS M.C. of Santa Ana. A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St. Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1st BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen. First Baptist Church, 14800 Sherman Way, Van Nuys.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CHALLENGERS M.C. For info write P.O. Box 741, Apple Valley, Calif. 92307.

DESERT CREEPERS Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DESERT FOXES M.C., desert competition and trail riding club. Seeking AMA sanction. Meet 1st Wed. of each month 7:30 p.m. at selected locations. Call Lloyd Powell at (213) 923-7022 for more information.

DIST. 37 SPORTS COMMITTEE Contact President Bill Adams at 814 Cobb Ave., Placentia, Calif. 92670 for information on meetings. Ph: (714) 528-3007.

DIRT DIGGERS M.C., AMA, ACA & FIM affiliated. Meets every Wed. at 8:30 p.m. at Cliff House, 15145 Pacific Coast Hwy, Pacific Palisades. Mail address: 8921–11th Ave., Inglewood, Cal. 90305. Phone: (213) OR. 8-2868.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Cal.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. Meets Thursdays at 8:30 p.m. at 5567 So. Norwalk Blvd., Whittier, Calif. 90601. For info call Paul at 699-0298.

FORT SUTTER M.C. of Sacramento, Calif. Meets every Wednesday at 8 p.m. We need more active members. Address: 4085 Deeble St., Sacramento, Calif. 95820.

FOUR ACES M.C. Invite you to our meeting any Thurs. night at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H.W. Borden, 5406 N. Mapletree, Arcadia, Calif. Phone: GI 8-9388.

GOLDEN EAGLES M.C., AMA chartered. For men and women interested in cycle trips for pleasure. Regular monthly meetings. Call Art Francis (714) 542-6616 or Paul Rogers (714) 540-6828 for club info.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Ph: (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30. Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

GYPSY WHEELS M.C., Ridgecrest, China Lake & Trona, Calif. area. Family type road riders only. AMA chartered. Meets 1st & 3rd Wednesday nights of each month at Community Center, Naval Weapons Center, China Lake, Calif. Gate passes available for guests & visitors. All meetings open to public. Military riders welcome. Box 992, Ridgecrest, Calif. 93555.

HIGH SIERRA M.C. Competition Club, Box 482, Mammoth Lake, Calif. 93456. Meetings 1st Wed. of each month. Great cow trailing, high altitude, 7000 plus.

HI-HATS M.C. For information write to P.O. Box 467, Martinez, Calif.

HI-JINX FAMILY M.C. of Norwalk. Road runs, fun meets, competition, etc. Meetings held 1st Mon. of month at Jenkins Sports Ctr., 13200 San Antonio Dr., Norwalk. Visitors welcome, new members invited. For info call 864-2860.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 p.m. Post Meeting refreshments. Mail address: P.O. Box 1146, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS MC., road riding club. Meets 2nd & 4th Mon. 7:30 p.m., at 202 W. California St., Ontario, Calif. (714) 986-3118.

KNIGHTS M.C. of Hacienda Heights. Meets 1st and 3rd Sat. of every month at 7 p.m. Mail address 1760 Charlemont, Hacienda Heights, Cal. AMA & RRC. Club phone (213) 336-0414.

KERN COUNTY TRAILBLAZERS M.C. Trail and competition club, AMA chartered. Mail address: Star Route Box 314, McKittrick, Calif.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome. Call or write for info: Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M/C–Comp. club. Meets every Monday 8 p.m. at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Calif.

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Ph: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOMPOC SLO-POKES, Box 2177, Orcutt, Calif. AMA sanctioned. Phone (805) WE 7-5836.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Sterder (714) 286-3756 for further info. Desert club and Baja M/C trips. (Dirt riders only)

LOS PADRES M.C. Inc. of Ventura County. AMA sanc. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS BORRACHOS M.C., AMA sanctioned, meets 1st Sunday of each month, 10:00 a.m., Road riding club, mailing address, 669 Highland Drive, Ojai, California. Ventura area. Phone: 649-9469.

LOST COYOTES M.C., Lancaster, Cal. AMA sanctioned. Mail address 44738 E. Second, Lancaster, Cal. Phone (805) 942-6058 or (805) 942-7609.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Ph: 623-5417. AMA & RRC. Pres.: J. M. Jones – 983-2524.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

MARIN COUNTY MOTORCYCLE ASSN. of San Rafael, Calif. Meets at 8 p.m. every Monday night at 2020 4th St. in San Rafael. Sportsman racing team and also road riders. AMA chartered. Mail address, Box 221, San Rafael, Calif.

MARY'S MEN M.C. of San Diego. Road riding club. Meets every 1st Sunday and third Tuesday at 4442 Glacier Ave., San Diego, Cal. 92120. Family type road riders only. AMA chartered.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot, 1241 Holt Blvd., Ontario, Calif. All Married persons welcome to attend.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. Ph: 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: (213) 678-7821, 423-7603. Write P.O. Box 5331, Long Beach, Calif.

NAPA M.C. Road riding club, AMA sanctioned. 713 Carolina Street, Napa, Calif. 94558.

NEVADA TRAILBLAZERS M.C. of Reno, Nevada. Competition club. AMA Chartered. Points honored in District 36. Meets every Tues. night 8 p.m. at the Silver Cue Billard Parlor, 534 E. 4th St., Reno. Mailing address P.O. Box 6075 Reno, Nev. 89503.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thurs. Open for membership, visitors welcome.

100's M.C. of Azusa, Calif. AMA sanctioned, primarily desert competition club, 100cc riders and under. For information call (213) 334-9695.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 – 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask and Newhope, Garden Grove, Calif.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 2708 Stauss Ave., Oroville, 95965.

OXNARD M.C. AMA road riding club. Meets every other Thurs. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of South Gate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at South Gate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Inquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C., road riding club, sponsor of the Indio Motorcycle Tour. Meetings every other Friday 7:30 p.m., mailing address 4502 Gila Ave., San Diego, Calif. AMA chartered. Phone 274-3755.

PALO ALTO M.C. of Palo Alto, Calif. 100% competition riders. AMA chartered. Sponsor of Northern Calif. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone: 657-3678.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS M.C. INC. of Sacramento. 100% competition riders since 1953. AMA charter No. 1010. Meetings every Tues. at 8 p.m., 4555 Auburn Blvd. #10, Sacramento, Cal. 95841. (Mailing address same.)

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS M.C. of Gardena, Calif. AMA & ACA sanctions. Meets every Tuesday 8 p.m. at 158th & Brighton, Gardena. Mailing address: 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

REDMOND PIONEERS M.C. Meetings every Friday night at 8 p.m. with the 3rd Friday night of the month being a social evening. Club address, 4403 148th N.E. Bellevue, Wash. 98004; Publicity Directors address, 12854 111th N.E. Kirkland, Wa. 98033.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club address: 149 Apricot St., Oakview 93022.

ROAD KINGS & QUEENS M.C. Club meeting the first Saturday of every month. Married couples only. AMA sanction. Motorcycles 305cc and up. Call Marlene Lawson, Club Secretary for more information. (714) 627-1495. Address: 4762 Mission Blvd., Ontario, Calif.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROAD RUNNERS OF SANTA CRUZ, a road riding family club is accepting memberships. Meets 1st and 3rd Sat. of each month at club house on Scotts Valley Blvd., Scotts Valley, Cal. Meetings start at 8 p.m. Contacts: 'Woody' Wood, 234 Manfre Rd., Watsonville, Ph: (408) 724-1982 or Santa Cruz Harley Shop, 426-2875.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Phone (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 25224 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount. Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanc. Meets at 3044 N. Jackson St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAFARI TRAIL RIDERS M.C. Dirt riders mainly, 150 members, in existence for 3 years. Meet every 3rd Tues. at Lynwood, Calif. Rod & Reel Club. Call Mr. Osborn, Pres. at 564-0107 or Fred Barnet, Sec/Treas. at 865-1908.

SAGEHOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone: 753-2907.

SAN BERNARDINO VALLEY M.C. AMA sanctioned dirt competition club meets 2nd and 4th Tuesdays at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Calif. at 7:30 p.m. Prospective members welcome.

SAN GABRIEL VALLEY M.C. AMA sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO M.C., desert and track competition. Meetings every 2nd & 4th Tues., 8 p.m., at T&D Yamaha, 24020 Narbonne, Lomita, Cal. (213) 534-2311.

SANTA MARIA SADDELITES M.C. of Santa Maria, Cal. For club info. write to publicity chairman Stan Skinner 408 A-W. El Camino St., Santa Maria 93454.

SAN RAFAEL M.C.–Meets at Cycle Town, 116 Greenfield Ave., San Anselmo, Calif. Every Thursday at 8:15 p.m. For further info call (415) 370-7630.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 No. Main St., Salinas, Calif.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P.O. Box 5709 China Lake, Calif.

SCRAMBLERS M.C. of San Fernando Valley, Cal. AMA sanc. Meets Reseda Park Clubhouse, Reseda, Cal. the 1st and 3rd Tuesdays of each month at 8 p.m. Mail address: 7514 Reseda Blvd., Reseda, Cal. Phone: (213) 345-8678.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st and 3rd Monday of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings begin at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Cal. Phone: 353-8719 or 354-4966.

SILVER CITY SCRAMBLERS M.C.–Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SILVER QUEENS M.C. of Las Vegas, Nev. AMA sanc., the only women's competition and road riding club in So. Nevada. Meetings every 2nd & 4th Tues. For further info call (702) 642-8066 or write P.O. Box 1591, Las Vegas, Nev. 89101.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9855 or Jim & Dusty's.

SINNERS M.C. OF L.A. area. AMA sanction. Meets 1st and 3rd Friday nights at 11517 S. New Hampshire in rear. Refreshments during meeting. Phone (213) 222-2720.

SO. CALIF. M.C. ASSN. Road riding club. Meets 8 p.m. 1st Wed. of each month at Bloomfield Park on Pioneer Blvd., 3 blks. no. of Carson in Lakewood, Cal. For info call (213) 429-3357 or write 5849 Tanglewood St., Lakewood, Cal. 90713.

SO. CALI. M.C., Desert competition club. AMA sanc. Meets every Wed. 8:30 p.m. Verdugo Park, Verdugo & California Sts., Burbank, Cal. Mail address: 623 May Ann Dr., Redondo Beach, Cal. 90278. Ph: (213) 372-2288.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance) 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOLANO COUNTY M.C., AMA charter, trials riders. Address: 605 Wilson Ave., Vallejo, Calif. 94590.

SOUTHERN CALIF. TRIALS ASSOCIATION – English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd and 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Calif. Phone: (714) 893-6811.

SPORTSMEN M.C., 10067 Mission, Riverside, Calif.

SPOKE BENDERS M.C. Inc. Desert competition club. Meetings 2nd and 4th Wednesdays at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque). Mailing address P.O. Box 296, Lawndale, Calif. Phone: DA 6-0855.

STUMP JUMPERS M.C. INC. of Orange County. AMA sanctioned. Desert, moto-cross and TT scrambles. Meets 2nd Tuesday of month at 7:30 p.m. Contact Pres. Don Feehrer, 24352 Los Serranos, South Laguna, Calif. (714) 495-5525.

SUNLAND SHAMROCKS M.C. of Sunland, Calif. AMA sanc. Meets every Wed. at 8:15 p.m. at Sunland Park Recreation Center in Sunland, Calif. First Wed. of each month is for club members only. Mail address P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. Mail address, P.O. Box 371, Lawndale, Cal. 90260. Call 676-8610 or 664-1811.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211 – 39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS M.C. INC.–AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS M.C., AMA sanctioned. Meets Thurs. 8 p.m. Stroube and Alvarado Sts., El Rio, Calif. Mail address 2701 Alvarado St., El Rio, Calif. 485-5201.

VALLEY TRAIL RIDERS ASSOCIATION, 24601 Arch St., Newhall, Calif. 91350.

VEGAS VALLEY M.C. Meets 1st and 3rd Mondays. Top quality competition club of scramblers and short trackers. Mail address Tom Jones 6316 Evergreen St., Las Vegas, Nevada.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651.

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

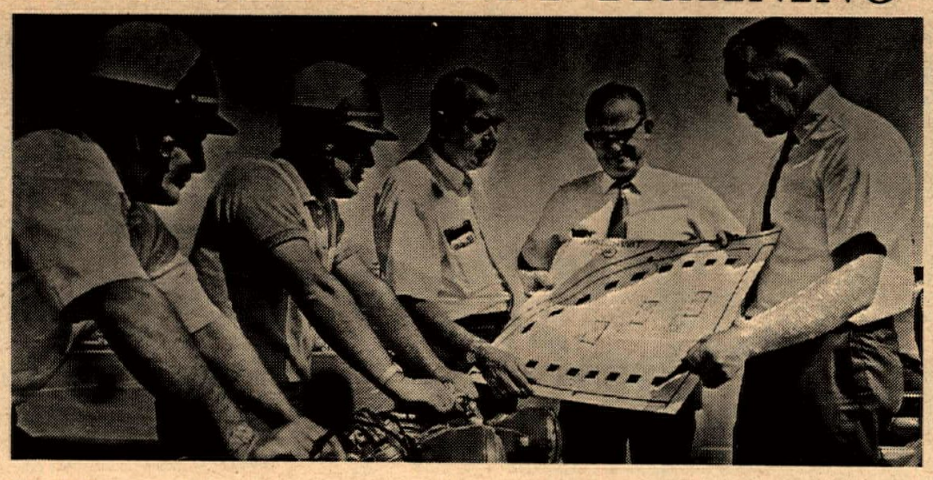
VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

VISTA TRAVLERS M.C., of Vista, Calif. Road riding club, meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

VIEWFINDERS M.C. AMA, Desert, TT, and social. Membership limited to those involved with motion picture and TV films. P.O. Box 1672, Studio City, Calif.

WASSUK SCRAMBLERS M.C., the best Brush Jumpers and Rock Dodgers in Nevada, meet every Wed. night. New riders always welcome. If in our area stop by and bench race anytime. Box 872, Hawthorne, Nev.

ARIZONA EXPERIMENTS IN CYCLE SAFETY TRAINING



From left: Jay Smith, chairman of driver education at Mesa High Schools; Dr. Nelson L. Haggerson, professor of secondary education at ASU; Dr. R. Craig Rover, professor of secondary education at ASU; Bill Hegarty, Saguaro High School driving instructor; and Bill Wade, McClintock High School (Tempe) driving instructor.

By Ernie A. Flores, Jr.

The increasing number of motorcyclists in the state of Arizona has put in motion a unique project designed to make motorcycling safer to the rider and the public. The project is to make two-wheel vehicle safety training an integral part of driver education programs in schools.

Although plans are still on the drawing board for this massive program some spade work had already been made at the Arizona State University in Tempe. Here, twenty-four driving teachers and undergraduates undertook the first motorcycle and motor scooter safety conference for high school instructors last June.

Participants, coming from as far as Oklahoma, spent three hours each day riding the bikes and two hours in the classroom during the two-week seminar.

Dr. R. Craig Rover, director of ASU's driver education program and supervisor of the course said that the rising number of cyclists all over the country has prompted him to put up the seminar.

According to Craig, cyclists are increasing at the rate of one million a year and something should be done to make things safer for them and the public.

Jay Smith, chairman of driver education for Mesa High Schools and a cycle operator since his high school days, was designated instructor during the seminar, first course of its kind in the area.

The art of defensive driving was particularly stressed during the seminar. Among the topics discussed and practiced were courtesy and respect on the road; traffic laws and ordinances in the community; driving through intersections where most motorcycle-auto collisions occur; watching the road surface in anticipation of hazardous road situations; and making one's self and motorcycle visible for day and night time driving.

There is no doubt that training motorcyclists and wouldbe motorcyclists in all aspects of riding a motorcycle will go a long way in reducing accidents involving the two-wheel vehicle.

According to a pamphlet issued by the U.S. Department of Health, Education and Welfare, there is evidence that motorcycle riders are killed and injured in accidents because (1) many new riders lack adequate training and experience in controlling their vehicles (2) riders have not been well informed of the inherent dangers of riding motorcycles and are unprepared to overcome the hazardous traffic situations that lead to accidents, injuries, and deaths; and (3) pedestrians or operators of other types of motor vehicles are not properly prepared to recognize and solve traffic problems involving motorcycles.

The same pamphlet said that one study in this country found that 20 percent of the injured persons were riding the motorcycle for the first or second time, while 70 percent had either rented or borrowed the motorcycle.

Studies in Europe, the pamphlet stated, indicate that motorcyclists have accidents more than twice as frequently during the first 6 months of riding experience than they do after 6 months' experience.

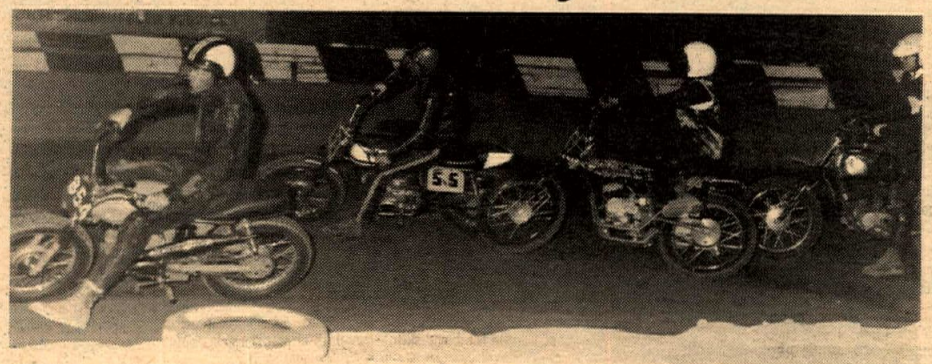
According to figures released by the Arizona Traffic Safety Division, there were 1,165 motorcycle accidents in 1967 in which 983 persons were injured, 34 of them fatally. Motor scooters were involved in an additional 74 accidents with 56 injuries and two fatalities.

The plan to make cycle training a part of driver education will complement the new Arizona law requiring driver's licenses for cycle operators and establishing equipment regulations which will take effect January 1, 1969.

The law requires written and road tests be administered to cycle and scooter operators and those who pass the test will be issued special licenses. Applicants will have to pass the standard four-wheel vehicle operator's test before they will be given the two-wheel test.

Arizona school authorities have not included funding for motorcycle instructions in the budget for this school year. However, they are optimistic it will be included in next year's budget. In the meantime, more seminars like that held at the Arizona State University are planned this year.

COMBINED Trojan Show



Brian Spinks (#55) and Hodaka jockey E.C. Birt avoid first turn pile-up shown in the process.

By Mike Capalite
Photos by Bill Pettigrew

SOUTH GATE, Cal., Aug. 22– The action was fast and furious at Trojan Raceway Thursday night as the entry list soared over the 60 mark with riders entering both the TT and the Short Track events for a double try at the gold and the glory. The races were a little late getting started, due to a track maintenance problem, but co-operation by the riders made it possible to finish before the curfew. The 100cc Short Track, which is becoming the most popular of the oval classes, was again topped in the Senior class by Paul Wilde on his special-built Yamaha, with Dale Hopkins (Suzuki) finishing a close second. Watch this boy as the time goes by, he is just getting started, and it looks like he will be a short track natural.

In the 100cc Junior short track, Norm Benham (Hodaka) was top dog over second place man Bill Hardin (Suzuki) while Mark Blackwell (Yamaha) and Larry Heinselman (Hodaka) finished third and fourth. The 250cc Short Track was an all-Junior entry, and Eric Olesen again showed them the way around with his spectacular riding style as he was able to keep his Bultaco out front all the way for the win with Paul Coberly (Bultaco) right on his rear wheel for a second place. Third and fourth went to Larry Shoemaker (Bultaco), and David Baird (Bultaco).

Gary Bailey (79x) and his trusty Greeves receive their brass from two of the ugliest trophy girls we've seen in a long time.

Paul Wilde and his super modified Yamaha flattracker made it an easy win in the 100cc event.

The 100cc TT Trophy Dash was another one for the Gary Bailey (Van Tech) record book as he was able to keep ahead of Dale Hopkins to take the trophy and the kiss from the lovely trophy girl. Dale Hopkins is about the biggest threat that Gary has in the Senior 100cc class, but in the Main Event, Dale pulled one of the oldest boo-boo's in the game; he forgot to turn the petrol on and had to pull to the inside in the first corner. But he was undaunted as he got it going again and worked his way back up to a third place. In the 100cc Junior TT, the battle was between Dan Hazel (Yamaha) and Larry Heinselman, (Hodaka) with Paul Wilde (Yamaha) and Norman Benham (Hodaka), right behind them, and after much position changing, they finished in this order.

Bailey Streak Stopped

In the 250cc TT Trophy Dash, off the line, it was Gary Bailey (Greeves) taking the lead, and it looked like it was going to be another domination of the Dashes by Gary who for the last four times out has taken both the 100cc and the 250cc Dashes, when suddenly as he came over the jump and set up for the right-hander, he lost his adhesion and went down. This was what Paul Coberly (Bultaco) needed, and he jumped into the lead and held it all the way to the checkered flag and the win, he was given a huge ovation by the crowd as he accepted his trophy and his kiss from the trophy girl. Gary came back to push his Greeves to a win in the 250cc Senior TT Main, with Eddie Walker (Triumph) finishing second. For Paul Coberly, it was a perfect night as he came back on his Bultaco after winning the Trophy Dash to take the win in 250cc Junior TT, staying ahead of R.W. Ring (Husqvarna), who finished second. Robert Millner (Bultaco) was able to move into third place ahead of fourth man Steve Gardner (Bultaco).

The action happens every Thursday, and the excitement is growing with the entry lists, and it is a good way to stay in shape during the week. Another rumor confirmed is that the track is thinking of running Mini-Bike TT races on Friday night if there is enough interest in it, so anyone who would like to try it, give the Trojan track a call. The phone number is in the calendar of events and in their ad for the Class A Speedway on Sunday night.

(Results on page 20)

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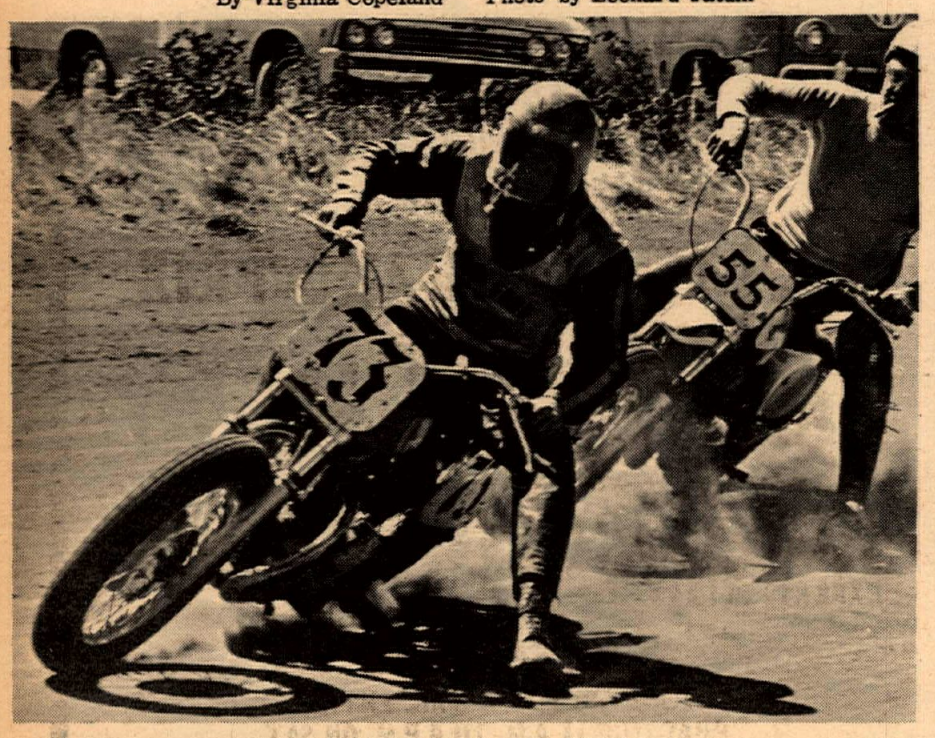
Sunny Valley TT Scrambles

By Virginia Copeland Photo by Leonard Tatum



#73 Bob Vaughn (Triumph) here leading #55 Fritz Espy (Bultaco) into the sweeper during Sunny Valley "A" Main, went on to win. Espy had earlier taken Trophy Dash; both riders are from Grants Pass, Ore.

GRANTS PASS, ORe., July 27 – It was hot by nine o'clock and looked like it was going to get hotter, but 83 riders turned out to race at Sunny Valley Speedway in spite of the heat. Fortunately a breeze came up in the afternoon which helped a little. The races were almost as hot as the weather as we watched Wes Word of Grants Pass walk off with top honors in the 100 class riding a Suzuki sponsored by Fred Ford Cycle. The 200 class saw Dale Hall Jr. of Grants Pass take the Trophy Das on his Bultaco, while John Soy of Yereka, Calif. took the "A" Main. Dale was running a close second until he was forced off the track by another rider who lost a chain. It cost Dale two positions so Gary Thompson of Eureka, Cal. took second followed by Dale Russell of Grants Pass.

Ziegler Zaps Kids

Rick Ziegler of Crescent City, Calif. made a clean sweep by taking the Kids "A" flattrack, Trophy Dash and "A" Main. Lance Espy of Grants Pass, a first-year rider in the Kids' class had his first double win. He took the Kids "B" Main. John Renfro of Prospect, Ore., also a first-year rider, took first in the "B" Main. The Espys have become a real racing family; Fritze Espy rides in the Open class and does quite well, while his two sons Lance, age 13, and Mark, age 10, both ride the Kids class.

Dwane Francisco of Medford, Ore. riding a Kawasaki from his own shop "Out Front" did some mighty tall riding Sunday. He had trouble in the heat race and ended up in the "C" Main. He came out in the "C" Main and walked off with first place, then forfeited his trophy and advanced to the "B" Main. Again he came across the line in first, forfeited and advanced to the "A" Main.

Toss-Up "A" Main

Now the "A" Main wasn't as easy to place in as the "C" and "B" Mains. Dan Ginther of Medford riding a Greeves sponsored by Rogue Valley Cycle of Talent, Ore., came off the line first followed by Wes Word, Bultaco-mounted, Mike Thompson (BSA) and Dwane Francisco (Kawasaki). Mike and Dwane both got around Wes on the second lap and then Mike passed Danny on the third lap to take over first. Dwane got by Danny on the fifth lap and went after Mike but Mike managed to reach the finish line first leaving Dwane in second spot and Danny in third.

Fritz Espy riding a Bultaco sponsored by Pollocks Marina walked off with the Trophy Dash, while Bob Vaughn on his Triumph sponsored by Fred Ford Cycle came off the line first in the Open "A" Main and held it all the way from wire to wire. Both Fritz and Bob are from Grants Pass.

The Sweepstakes race saw Dwane Francisco work his through the 200 class and 100 class machines to take the race on his 250 Kawasaki. The prize for the Sweepstakes was a gift certificate donated by Yamaha Sports Center of Grants Pass.

(Results on page 20)

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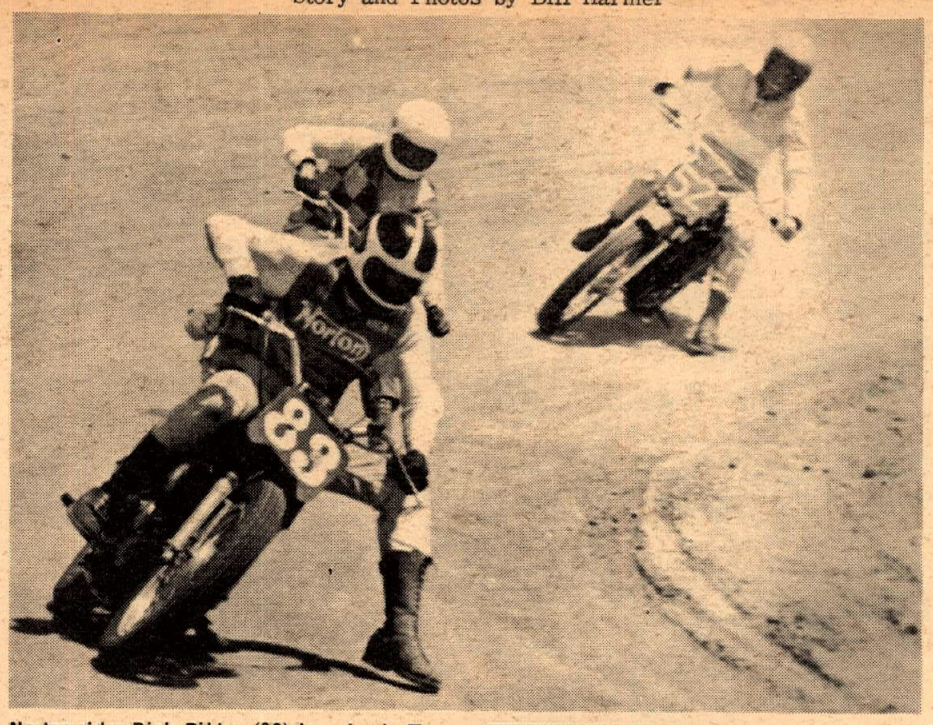

Norton rider Dick Ribley (83) here leads Tom Simpson (Triumph) in combined 500cc/Open Novice class. Two fastest bikes, both were forced to withdraw before finish.

TIJUANA, B.C., Mex., Aug. 18 – The TT races here had a definite interstate, as well as an international flavor as motorcycle riders from at least two states and Mexico converged on the Autodromo de Tijuana in unexpected numbers to pit their skills and machines against each other in torrid combat. It was evident at an early hour that Carlos Iribe's staff of bi-lingual Mexican workers, although more than willing, were inadequate for the job of handling the more than 150 aspirants who came to race.

The Autodromo Association owes a big vote of thanks to Earl Roloff of the Experts M.C. of San Diego, who took over utter chaos and whipped the program into an only slightly confusing afternoon. Most of the difficulties were caused by lack of communication between the Mexicans and Americans. No one became angry, just frustrated. Earl, who has but one arm, was doing more, one handed, than any average two people could do, using both hands. He sat in the blazing sun, scoring every heat, until his forehead took on the color of a baboon's back side, besides keeping his son's and step-son's 3 cycles operative. Between the two boys they won four trophies. He is really an exceptional man and the Experts M.C. should feel secure with Earl running the show on the forthcoming 100 cc Gran Prix.

Since the 50cc race is a very popular class in Mexico we were looking forward to a good contest between the pride of Mexicali, Oscar Lujan, and the Dehesa dynamo, Earl Roloff Jr. As the bikes lined up for the start it was noticed that young Lujan was not in the group. At that time a distinguished Mexican gentleman approached us and told us in pleasantly accented English that his son, Oscar Jr., had been hit by an automobile while riding on the street in Mexicali and had received a broken leg and severe facial cuts and would be unable to race for some time. He gave me his card which indicated that he is the Mexicali Honda dealer.

Roloff Rolls

Little Earl Roloff captured the 50cc races easily on his Yamaha. The 2nd place was captured by #17 whom we were unable to identify and third place was secured by a boy named Ortega from Mexicali. (At this time it might be well to mention that the registration cards with full names and make of bikes were locked in one car, and the scoring sheets in another, and the only car, that the owner was there, contained only the scoring sheets. Because of this the results are necessarily sketchy with a great deal left to memory.)

The 500cc and Open Novice classes were combined and divided into heats, semis and Main Events. Tim Leque racing his new 360 Bultaco for the first time won his heat race and Dick Ribley on Mike Garrett's Norton took his heat race and things began to look like a bang-up Main Event. Dick Ribley of Spring Valley took the lead off the line and held it in front of hard-riding Triumph rider from Culver City Tom Simpson for three laps when he went out with mechanical failure allowing Simpson to go out in front to

Although Ray Vanderpool did a wheelie for 137 yards standing on the seat, John Sprague beat him by 3 yards to win contest.

what appeared to be an easy victory. He rode commandingly until he saw the lap indicator register lap five. He retired to the pits, not knowing that the Main Event was scheduled for five more laps. Wayne Clarke then forged his Kawasaki into the lead and finished ahead of Larsen on a Triumph and 15-year-old Leque riding his new Bultaco.

Sprague Soars

The Open Expert class was completely demoralized by Triumph-mounted John Sprague of Culver City. He was so confident of victory that he put on a spectacular wheelie display for the full length of the grandstand straightaway much to the delight of the screaming Mexican fans. The fact that Kawasaki pilot Vic Hannan and Norton-mounted Jim Harmon finished 2nd and 3rd makes us wonder if perhaps Sprague might have had a more difficult time if the leading San Diego hotshoes, Al Finan, Don Finan, Myron Carter and Wayne Hosaka had been present. Hosaka showed up but slid into the crash rail during practice, wrecking Garrett's Gold Star for the third race in a row. Garrett was not cheered by the remark of a pit crewman who said, "Well Mike, if you didn't have bad luck, you wouldn't have any luck at all".

The 250cc Expert motos were a three-way tussle from start to finish as Ray Vanderpool and Ward Ring battled it out for first honors with Yamaha-mounted Vanderpool coming out on top and Husqvarna pilot Ring, still having traction

Bertha Castro, Mexican TV personality and fashion model, was trophy girl. Happy winner of 3 trophies, 11-year-old Earl Roloff Jr. thinks, "Aw, shucks, I'm here to race, not kiss."

problems, taking second. John Sprague on a Bultaco gave Vanderpool a good contest in the third moto but finished third overall. It was lamented by everyone that Roy Spiker of Yuma was not able to return for this event because of illness especially since the local boys are still smarting from his last appearance. His sponsor, John Beltran of Yuma Yamaha brought 5 bikes and 5 riders from Arizona however. Lucky for Ray Vanderpool that he did, too. Ray's San Diego sponsor would not permit his mount to be taken out of the country so Mr. Beltran loaned him a new DT-1 Enduro to win with.

The 100cc Expert class was dominated by Ray Vanderpool on his Van Tech Yamaha but he was hotly pressed by Wayne Hosaka on Doug Maloney's Hodaka. Jim Harmon captured third on his Yamaha.

Eleven-year old Earl Roloff Jr. easily captured first honors in the 100cc Novice races riding his Yamaha to victory in all three motos. Sal Peluso, on a Yamaha, captured second and Hodaka-mounted Doug Maloney looked good taking third. The 200cc event was won by a boy named Little and Peluso captured second in points while Roloff rode his 100cc Yamaha to third.

During intermission a wheelie contest was held much to the delight of the Mexican fans. John Sprague had the front wheel of his Triumph off the ground for 140 yards and received $15.00 for his exhibition. Ray Vanderpool, while standing on the seat of his Yamaha, kept his front wheel in the air for 137 yards received $100 for his crowd pleasing antics.

Post-Race Beer Bust

At the pre-race riders' meeting Carlos Iribe announced that the Mexicali Brewery had a keg of beer on ice beneath the grandstand for all riders and pit crews which would be tapped after the last race and a meeting would be held at that time. Needless to say, the meeting was well attended. The only business brought up was the date of the next race in Tijuana. It was decided that September 8 would be the best date for the majority of riders. Carlos announced that at the next race, there would be, in addition to the free beer, a Mexican barbecue compliments of the Autodromo Association.

Sr. Iribe promised that he will have an adequate crew to run the next event and explained that this is only the second race that his group has sponsored and that they are still learning. He thanks Cycle News (or blames us) for spreading the word around resulting in a crowd greater than their highest expectations. Many of the riders were heard to say that with no point battle going on, they were able to relax and just race for the fun of it and we tend to agree with this theory. For an afternoon of fun where the welfare of the riders is the first concern, come on down Mexico way. Adios.

(Results on page 20)

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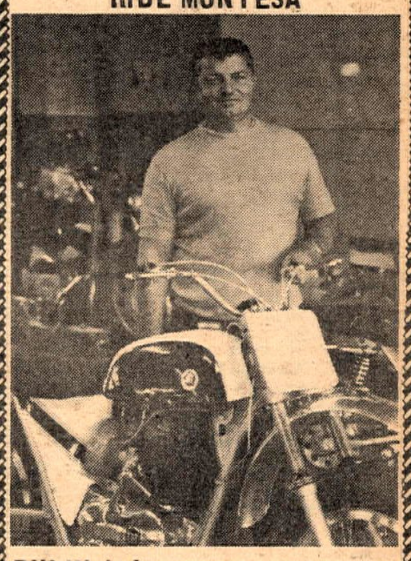

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CHARGIN' AT CHOWCHILLA

Story and Photos by Jay York

CHOWCHILLA, Cal., Aug. 17 – Fans who managed to elude the local squadron of mosquitoes enjoyed another exciting program of racing sponsored by the Madera Braves MC at the Chowchilla Fairgrounds.

Larry Ringler, still aching from a bad spill which sent him to the hospital in a daze two weeks ago, came back with an itching throttle hand. He and John Bizyeu found the right combination after racing their new Cimattis four weeks and had no trouble taking the 100 Novice Main. The duo was far enough ahead that when Bizyeu spilled on the fifth lap, losing his lead, he still had enough time to get up and finish second.

The 100 Amateur/Expert event was a repeat of last time with Greg Grouleff steadily widening his lead on his Moto-Beta.

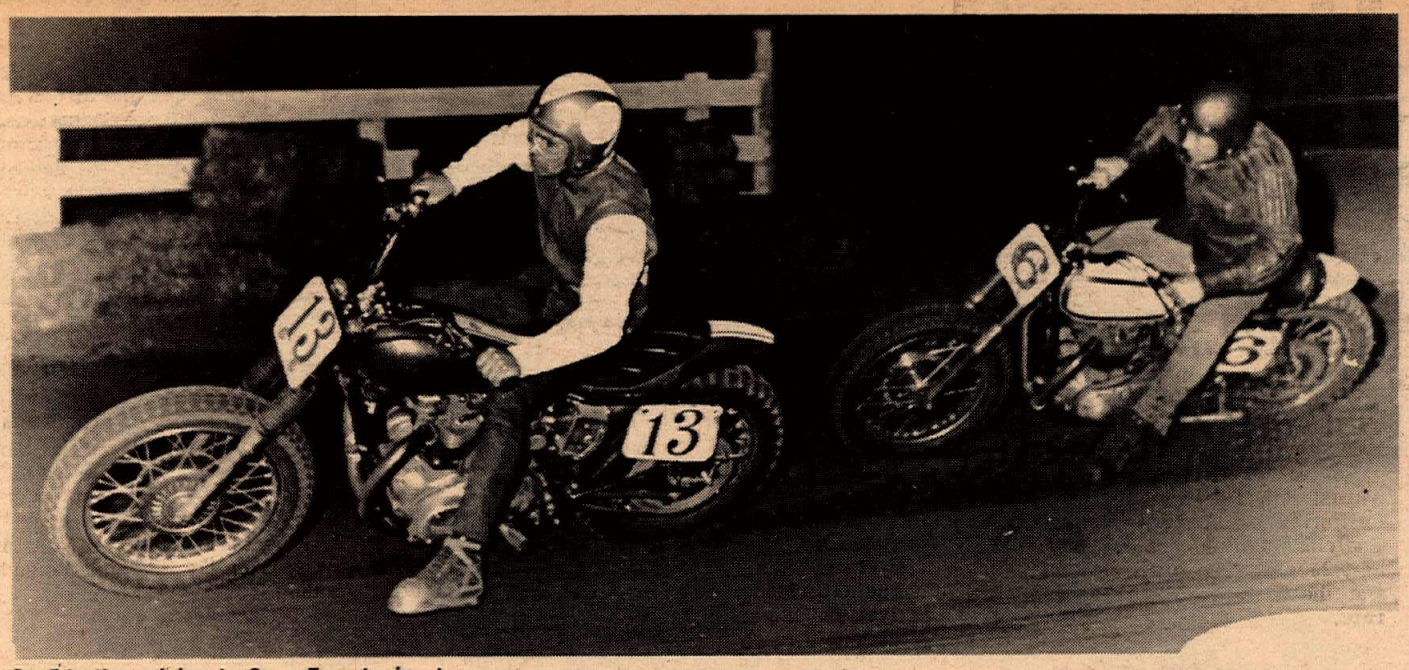
Win Some, Crash Some

While Jack Rea's Kawasaki was running away with first place in the 125 Novice/Amateur sprint, eleven-year-old Novice Duane Tweedy was having his problems. They began when he crashed his Kawasaki in the heats, cutting his lip. His encore in the Main was a spectacular front wheelie when he hit a bike downed right in front of him. Despite this and narrowly missing a four-bike pileup in the restart, he managed to be the first Novice across the finish line and take fifth overall.

Stan Geesbrecht didn't have much trouble capturing the honors in the 200 Novice Dash aboard his Triumph. But Tommy Pritchett (Honda) and Doyle Cook were doing battle for third until Cook's Triumph decided to lay down and rest coming out of the sweeper on the last lap.

Two screaming Bultacos mounted by Steve Bray and Earl Lloyd went at it in the 200 Amateur Main. It was only by hard work and daring that Bray managed to beat out Lloyd.

Another test of man and machine took place for the 250 Novice trophy, but Joe Engleman (Kawasaki) apparently wanted it a little worse than Richard Jones (Yamaha). The rest of the field was strung out as if playing follow the leader.



Confidently cruising to Open Expert win at Chowchilla is #13 Jim McCracken (Triumph), here tossing his wheel-spray at #6 Carroll Jackson.

Montesa jockeys Stan Mills and Tommy Smith dueled to the end when Smith blew a shift and had to settle for second for the 250 Amateurs.

Sloan Takes Two-Fifties

The 250 Expert Main was, as usual one of the fastest and most exciting events of the evening. Montesa-mounted ace Tod Sloan put down a field of Bultacos, apparently saving his Cheerios for the big one since he looked rather slow in the heats. Competition, however, wasn't quite as stiff as usual. Tim Thomas (Bultaco), a regular winner, had to work and Rich Pereira (Bultaco), recently moved up from Amateur, was looking good until he hit the fence, which is much worse than the one at Kearney Bowl. Pereira practically peeled off the fence, but somehow got up and went to the hospital under his own steam. That guy has got...well, internal fortitude.

Hard-pressed Don Adams couldn't let his Honda loaf in the 350-500 Novice race, but won by a respectable lead.

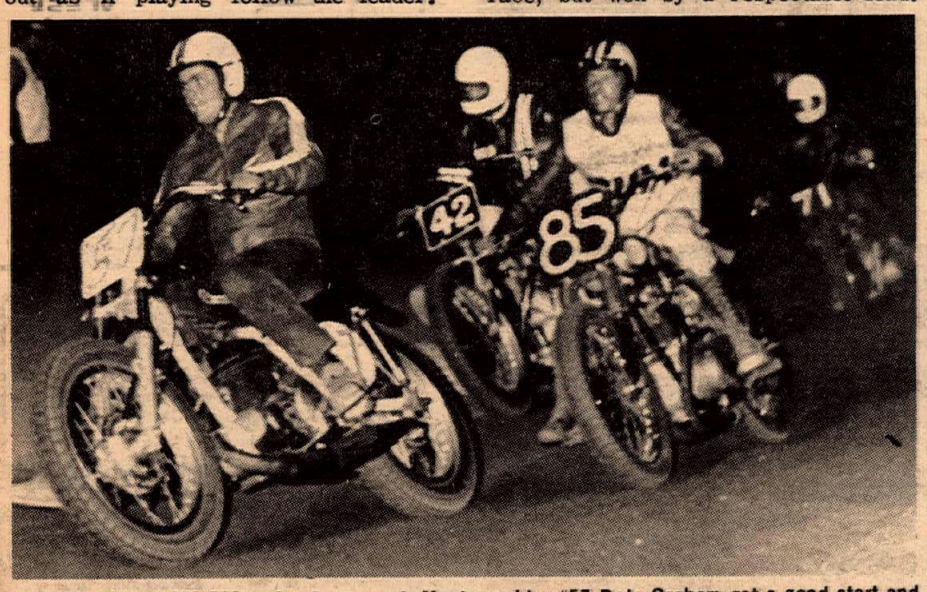
Again, the contest for second between a BSA (Clinton DeVass) and a Triumph (Tony McDowell) provided the most excitement. But McDowell apparently got bored, then sleepy and laid his bike down for a rest, letting DeVass jump to second from a last place at the previous race. Consistent Comer, Ray that is, again placed third on his BSA.

Dale Graham (Montesa), T-shirt flapping from his leathers, got a good start and never let up in the Amateur 350-500 class. Close on his (T-shirt) tail was a hard-pushing Robbie Collins on his Honda.

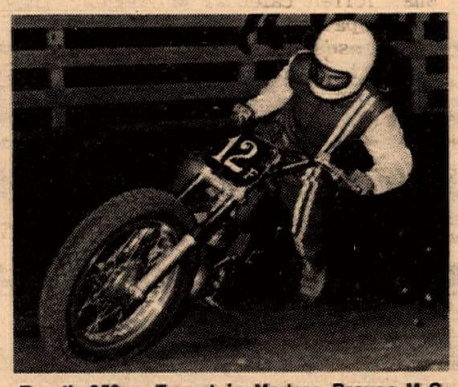
An apparent difference in gearing let Arnold McKay's Triumph widen the lead on the straightaway, only to lose most of it in the turns to another Triumph ridden by Dale Arrant in 650 Novice action.

Mike Middleton got right to the point in the 650 Amateur event. He grabbed a double handful on the first turn which sent him sliding past Gene Auston who had gone into the turn first. Middleton continued to widen his lead on Auston in what is usually a tight match.

Although not as close a battle as usual, there was the usual hell-bent-for-leather riding in the 650 Expert event. Triumph pilot Jim McCracken was flying low as he took and held the lead with relative ease. The first three riders placed exactly the opposite in the last race here. Jack Monger, who had to run with "the big boys" because he was the only Expert entry in the 350-500 class, gave away 300cc but still managed to hold his own on his Bultaco.



In the combined 350-500cc Amateur event, Montesa rider #57 Dale Graham got a good start and stayed in front of the pack all the way. Triumph-mounted #42 Stan Sebley got up for second at the finish.



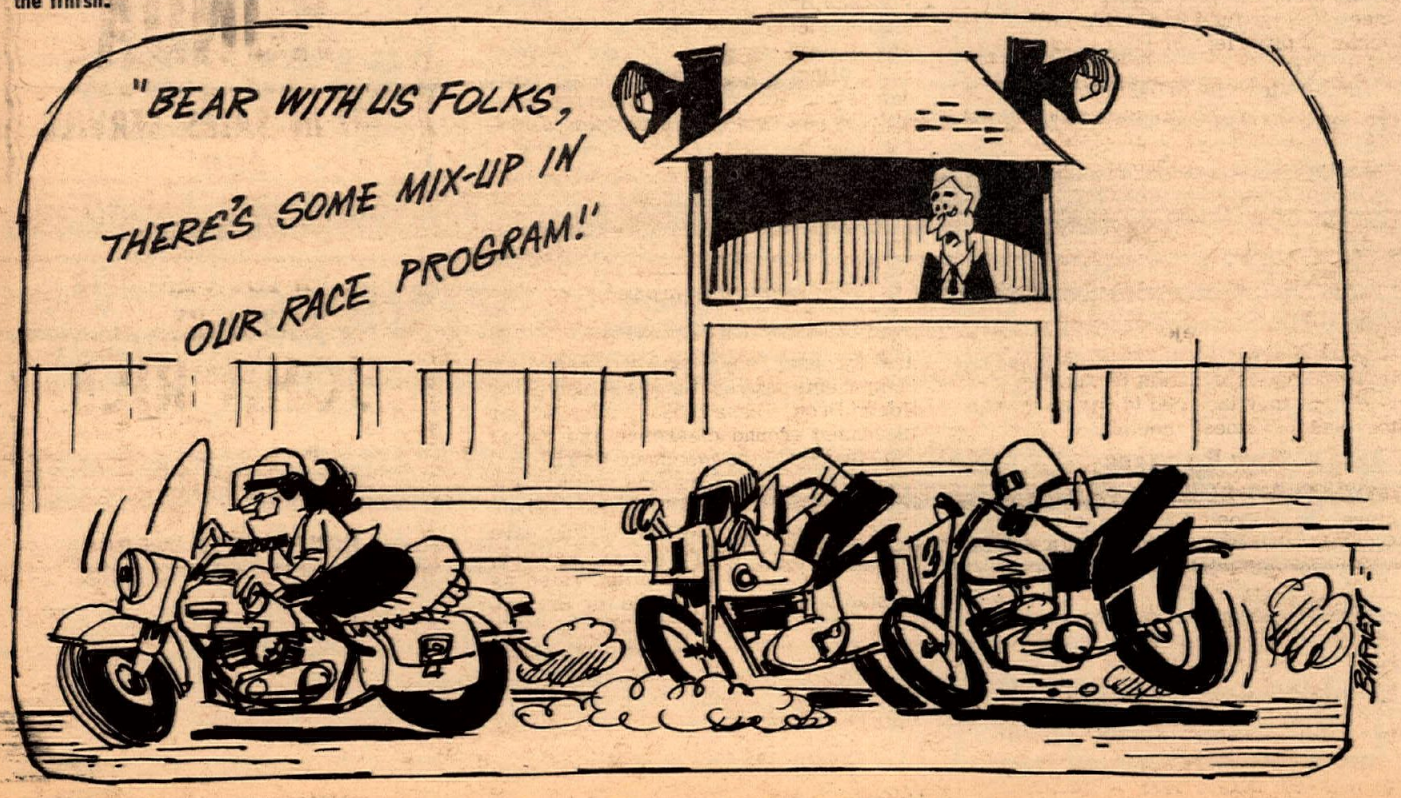
Fourth 250cc Expert in Madera Braves M.C. sponsored meet was #12f Jim Keener (Bultaco).

Behind The Scenes

Active in local cycle events and in the Madera Braves M.C., Red and Arlene Owens deserve the thanks of all. Red, District AMA Commissioner, lets the riders know who's boss, whether as starter or track official. A former racer himself, Red still "dutifully" tests the track during the break. Wife Arlene somehow manages to keep calm and produce accurate records of each race despite screaming engines, riders and officials and still has time to cheer for son Ken who placed third in the 250 Amateur Main this week.

Lap checkers "Bunny" Auston and Jan McCracken also deserve bouquets for their weekly help while giving their husbands, Gene Auston and Jim McCracken lap by lap "advice" on how to win the race.

(Results on page 20)



DIG MOTO-CROSS

Now available from the importers of the moto-cross boot, Big Johns, are these booster shirts for moto-cross enthusiasts. Done in bright green and black vinyl the shirt clearly makes its point about boosting the sport, with special emphasis on building a U.S. Team to face the returning Europeans this fall.

Shirts are first quality Russell's and the vinyl instead of dye should make them fade proof – for the life of the shirt. For $2.50 you can have your own in small, medium, large or extra large at your dealers or direct from U.S. Racers, P.O. Box 163, Downey, Calif. 90241. The girl? Yea, her first name is all we could learn – Jeanette!

RRC MEETS

By Robert O. Fee

LOTS OF BIZ AT AUGUST RRC MEETING

No lack of a quorum slowed down the August 5th meeting of the Southern California Road Riders Committee when Chairman J.M. Jones gavelled it to order at 8:25 p.m. The room was fairly filled and the business proceeded at a brisk rate.

Apology

The Chairman initiated proceedings by apologizing to the Silver Eagles M.C. for the Chair's failure to recognize them at the July 15 special meeting. Jones announced that the Chair would no longer tolerate individual discussions while another representative held the floor. He also asked that any representative desiring recognition please stand. Most of the representatives failed to overcome their shyness and would stand only to speak, continuing to raise their hands to attract the Chair's attention. Chairman Jones swung a mean gavel throughout the evening, but the cyclists seemed to appreciate being able to clearly hear the speakers.

Arrangements for the Pine Cone Rally were reviewed by Howard Eble of the Highway Kings and the final details tied up. The site at Greenhorn Mountain proved to be unsatisfactory when the E-Board inspected it early in July a suitable ground was found at Democrat Hot Springs between Bakersfield and Lake Isabella on the Kern River.

The Referee presented a letter from the AMA denying the RRC, AMA Tour Awards for the Pine Cone Event. Mr. Berry stated that only one tour per year in any District could be allowed to present tour awards.

The big Pine Cone dinner will be served Saturday evening August 31, with most of the activities occurring Sunday. Trophies are scheduled to be awarded Sunday evening at 7 p.m. The Democrat Hot Springs emergency telephone number for cyclists attending the Pine Cone Rally is (805) FAirview 2-0087.

At the special meeting RRC Referee Bill Miller predicted that the RRC would again need their own police force to control the rowdies and outlaws at the rally. Chairman Jones appointed Miller as Chief and he called for volunteer Indians to meet at his home to lay out plans and strategy.

Approved prices for Pine Cone were $2.75 mail-in and $3.50 post entries with children (under 14) $1.75. Meal-only tickets will be available for $2.00 at the post.

Over sixty trophies will be given mostly for fun and games type contests. Bikes will not be judged in the dress competition, but clubs and individuals will be eligible.

Many Questions

Several questions were posed to the body by some of the representatives and were explained and answered. The Overlanders M.C. asked why the RRC was allowed 2 point runs during the year when all member clubs were allowed only one. Chairman Jones explained that Pine Cone is the original treasury builder rally for the RRC and was the first point run. The Spring Tour is a benefit for the City of Hope and was made a point event to encourage rider participation.

All clubs received a Rainbow flyer from Worthington, Ohio and the Overlanders wondered why?

"The RRC is here to help every club," said one officer.

"The AMA did it," Rainbow representative J. Boaz retorted, "any club can send their flyers to the AMA with the proper postage and the AMA will remail them to all 97 chartered clubs in the District in lieu of releasing the list of District 37 clubs."

Some discussion of how valuable a mailing of Road Rider announcements to competition clubs would be, followed with no firm conclusions. The Rainbows M.C. stated that they were happy with the service.

Lost Money

The Rebel Rousers M.C. pointed out what was thought to be an error on the calendar designating the wrong run as their point event. It was recalled that a former representative of the Rousers had chosen the date indicated on the calendar.

The Ace of Clubs expressed the opinion that the point status of a run is overestimated and cited the Rebel Rouser's extremely poor turnout as a prime example. The Toppers M.C. confirmed that the point status didn't help their run one bit. The Referee pointed out that many riders expected an overnighter. Chairman Jones charged the representatives with failing to read the RRC minutes to their clubs as one reason for the riders not knowing of the Rebel Rousers changes. He also pointed out that the Topper's Big Bear Run is an established event.

Hal Brown of the California Eagles stated that there were no Rebel Rouser flyers available in the Long Beach area. The Overlanders mentioned a lack of flyer mailings. Further discussion revealed that many of the clubs are using a mailing list that is obselete by 3 to 5 years. Sherman Ames stated that the RRC mailing list has been used only 5 times this year. His wife, Rosemay, of the Norwalk Centaurs M.C. keeps the RRC mailing list current to within 15 days of the last run. Buckner of the Playboys recalled that there was a $10 deposit ($5 refunded on return) for the use of the RRC list and it couldn't be taken to the club's meeting house. Sherman disclosed that the previously approved practice of charging had been abandoned and all any RRC member had to do was request it. He did insist on a club member picking it up personally so he would know who to come after if the list wasn't returned. The discussion was ended with the Referee calling for the Orders of the Day.

New Members

Road riding clubs practically fell all over themselves to get membership in the RRC. The Never Readies of Riverside, the Channel Riders M.C. of West Covina, and the California Eagles of Long Beach requested and were re-instated to the RRC. The Majestics M.C. of Bell Gardens were accepted into membership on recommendation of the E-Board. The Golden Eagles M.C. and the Crusaders of So. Calif. M.C. requested E-Board approval for future membership.

Old Business

A motion by Ames brought a by-laws change from the table, to-wit: "Any club whose representatives fail to attend 50% of the regularly scheduled meetings shall forfeit calendar privileges." The motion passed with only 2 votes opposed.

Representatives should add the above by-law to their Constitution as paragraph #4 of Section A of Article II. (By-laws, Page 2).

Shut Up and Be Quiet

When being discussed, the by-law had not yet been assigned a place in the constitution. When the Cycle News reporter requested the section number for the record, RRC Referee Bill Miller inquired just what club the reporter represented. Not accepting the explanation that the reporter and Cycle News were in effect representing all clubs and several hundred road riding outriders in addition to the club members unable to attend the meetings, he further challenged the reporter's propriety in asking for correct information.

Immediately the Rebel Rousers rose to the defense of the press and castigated the referee for his poor taste and discourteous manner. When the Rebel Rouser finished the other clubs gave him a round of applause.

The motion to penalize non-payers of the $20 assessment was not brought from the table for action, but the four clubs not yet paying the assessment; the Jaspers, Playboys, Rejects and California Rainbows M.C. were specifically questioned on their intention to pay. One replied that they intended to pay as soon as they had a business meeting.

New Business

Chuck Buckner of the Playboys M.C. moved to deposit all of the proceeds from the club assessments into a special fund reserved solely to help defray District 37's representative's convention costs. Treasurer Ames objected to the motion as the prospect for a profitable rally was not certain and it would be more proper to re-introduce the motion at the September meeting instead of trying to set up elaborate rules at this time.

Dow Hess of the Overlanders M.C. termed the whole idea "Ridiculous!"

The Playboys are in an unique position as a member of both the Sports Committee and the Road Riders Committee. Their Representatives stated that in spite of Bill Adam's statements to the contrary (made at a meeting when the RRC's low treasury was bemoaned), the Sports Committee's allowance would not cover actual costs and loss of income Bill and his family will experience while the represents the District at the convention. The motion was defeated with only 3 ayes.

Operation Motorcycle

The Overlanders restated an old story – namely that the Operation Motorcycle Blood Bank Chairman could not be reached by telephone. His refusal to issue blood also entered into the discussion which concluded with the RRC Chairman to contact Ken Jones for a report on blood bank status and a solution to the communications problem.

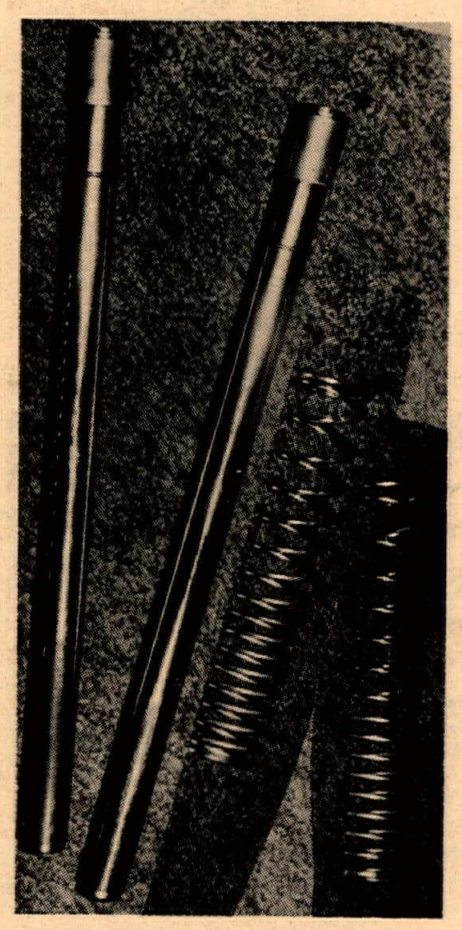
The Artesia Pioneers M.C. and the Whittier Rejects M.C. tendered their resignations from the RRC and the body accepted them.

Two by-law changes were read and automatically tabled until the September meeting when they will come up for discussion, amendment and action. Decker of the Topper's M.C. was the author of both:

1. Any club not represented by at least one representative at 50% of RRC meeting shall be dropped from the RRC.
2. Any club not paying the $20.00 assessment shall immediately be dropped from the RRC.

(Chart standings on page 21)

new dampening action with Roehr forks



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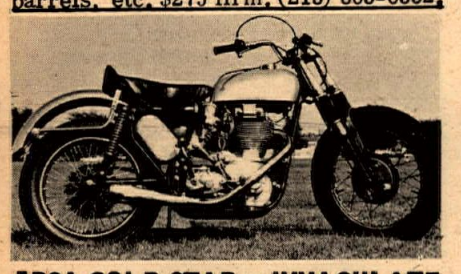

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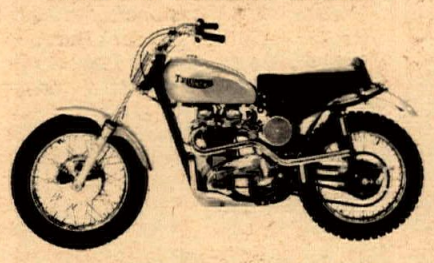

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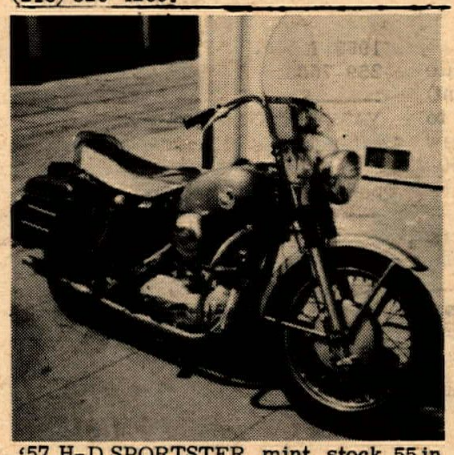

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RICKMAN-METISSE HANDLEBARS
Street, racing, scrambles, sole U.S. Importer's Dist. House of Suzuki-Triumph, 16112 Harbor Blvd., Fountain Valley, Calif. 92708.

HUSQVARNA SALE
New 360 – Used all models. Scuderia, 1634 Pier Ave., Redondo Beach, Cal. (213) 376-5095.

FOR SALE: 1959 H/D KR dirtracker. Many spares. (201) 279-4849.

68-1/2 PUR SANG – All the goodies, 2 mo. old $710. (714) 522-4166.

SELL LATE '66 Montesa 250 LaCross. Desert ready, skid plate, new seat, comp. release & complete new eng. $475.00. Three rail bike trailer '68 plates $70.00. '63 Yamaha 80 street equip. '68 plates $150.00. Call (213) 695-7317.

FOR SALE: '68 PurSang desert ready, Filtron, dual ignition, large tank, dependable, fast $695.00 or best offer. (213) 785-8972.

HODAKA For Sale. 1968, 100cc $100 & assume balance of $250. (213) 421-4342.

68" RICKMAN METISSE road racer, Lockheed disc brake, Rickman forks, Triumph 650cc engine, Goodyear tires, gearing, extra chassis and fairing parts, excellent cond. (213) 326-2842.

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500 and 650cc kits $597.00. Complete chasses $1,095, now with mag hubs, alloy rims, and Ceriani forks. Just drop your engine in and win. Bud Ekins M/C, 14460 Ventura, Sherman Oaks. (213) 788-2251 or (213) 872-2110.

MUST SELL – Sharp, race ready Tri. 500. No used bike headaches. All new balanced eng., hard chrome crank, built to last, new Bendix points, clutch, handlebars, pipes, etc. $865.00. (714) 642-3243. Street equip. incld.

CLEAN 1968 HONDA 50, C-110, $150.00 low mileage, street & dirt gears, tires, 250x17 front, 275x17 rear, plus (2) near new stockers, full street equipments. (213) 323-1605.

WANTED – Used, reboreable cylinder for Kawasaki 120. (213) 676-6746.

FOR SALE: '66 Greeves Challenger MX3B, spring forks, 2 plugs, Ceriani rear shocks, concentric amal carb., Filtron air cleaner, very dependable $550. (213) 534-1282 after 4 p.m.

WANTED: Motorcycle trailer, simple and inexpensive. Call (213) 376-4573.

360cc BULTACO, new paint, extras. Take 500cc unit Triumph trade. Doug Teeter, (213) 376-5095.

BASKET BIKE WANTED
Running or not. Prefer Japanese make to 125cc, two/four storke for dirt. Real cheap, but will discuss anything. (213) 257-3939.

CYCLE TRAILER one or two rail $45.00 (213) 750-4872 after 7 pm or Bill Krause Honda. Ask for Tom.

WANT 250 MAICOS running or not. Write Bill Kaysing, 545 El Bosque Rd., Santa Barbara, Cal. 93103.

FOR SALE: 1953 Ford 1/2-ton pickup, 6 cyl. $300.00. (213) 597-7992.

COMPETITION M/C HAS MOVED
to a new larger location, 2301 Colorado Blvd., Eagle Rock, Calif.

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ENCLOSE CURRENCY MAIL TO: CYCLE NEWS, P.O. BOX 498, LONG BEACH, CALIF. 90801 (Include area code with phone number.)

WANT ADS

'67 MONTESA LaCross – perfect mech. condition. New piston, rings, knobbies, Filtron, & compression release. Spares $495. Phone (714) 871-2718. 120 Montwood, Apt. 4, La Habra, Calif.

YAMAHA TD1-B Roadracer – Two sets cylinder barrels and pistons, new Goodyears, extra sprockets, rings and bearings, factory fairing, leathers and much more – make offer. (714) 871-9526.

JAWA "68" SCRAMBLER
35 hrs. running time, new knob rubber, European bars & access., extra sprocketts, excellent dirt bike $495.00. (213) 462-3588.

1967 MX3B SPRINGER – xlnt. cond. MX5 expansion chamber, complete new MX5 clutch, new piston & rings, Filtron, compression release. Priced to sell $600.00. 23445 Rim O'World Dr., Crestline. (714) 338-2918.

MUST SELL THIS WEEK!! Immaculate 1967 250cc Aermacchi (CRTT Sprint) road racer or for dirt, can convert to 350cc. 7 races, many new spares, new tires, etc. or trade for newish 250-500cc street machine, preferable 2-strokes. Barry after 6:00, ST 8-7654, ST 8-7551 area code 714. 4037 Contera Rd., Encino, Cal. 91316.

'67 MONTESA LaCross, low mi., extra sharp, desert, $525. or offer. (213) 843-0331.

1968 MAICO X4 360, $695.00. (805) 252-1773 after 4:30 p.m.

HD '67 XLH Extras, xln't. Make offer. (213) 467-4027 or (213) 937-2011.

DESERT LEATHERS coat 42, pants 35x 29, good cond. $45.00. (714) 826-2619.

'67 HUSKY 250cc, good cond. $725.00. (714) 826-2629.

SOUTH BAY M/C
Moto-Cross and Class A motorcycle center offers in stock new CZ 360's. New speedway Jawa DT 500. Completely rebuilt CZ 250's. Parts: new 250 CZ moto-cross engine, rebuilt 650 Matchless engine, featherbed Norton frames, road holder, Norton front ends, Norton alloy wheels, new Norton & Matchless complete top ends. (213) 379-3344.

'67 PURSANG, low & high pipe $575.00; '67 Tri. 100cc, custom tank $795.00; '64 200 Sherpa S & extras $395.00. Call (213) 645-7837 weekdays – all are in excellent condition.

WANTED. Enduro clock. Sell or trade 250 Husky piston & rings. Triumph bash plate & desert fender. Bill Russo, 9410 La Suvida, La Mesa, Cal. 92041. (714) 465-7763.

1966 GREEVES 250cc square barrel trail model, low mileage, excellent condition $550.00. Bert Wiles, (213) 675-6114 Gardena, Cal.

FOR SALE – Desert Hodaka, rake plate, extended tubes, fork brace, Ceriani rear shocks, 100cc coil, and more $375. Wanted Greeves front hub. Call (213) 728-5764.

250 BULTACO METISSE
Must sell, really clean, just rebuilt, 1965 model, $450 or best. Call (805) 259-7583.

YAMAHA Twin 100, all dirt, Cerianis, extended Honda forks, expansion chambers, many extra goodies, fast and dependable. Steve (213) 446-0277.

'66½ BULTACO PURSANG
New bearings & seals, includes some spares, must sell $350.00. Ken 591-2972.

CYCLE NEWS IS NEAT

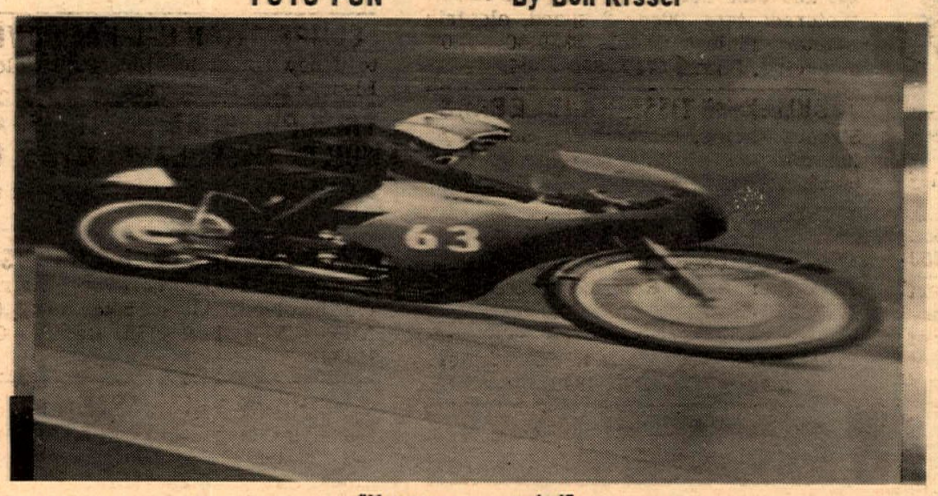
DUCATI SHORT TRACKER. Perfect for the new cushion track at South Gate. All new with all the speed goodies – gearing etc. Make offer. (213) 326-3920 day, 325-0659 after 6 p.m. Lomita.

'68 GREEVES MX5B, A-1 cond., fast, dependable, Cerianis, extras $695.00. (213) 444-5814.

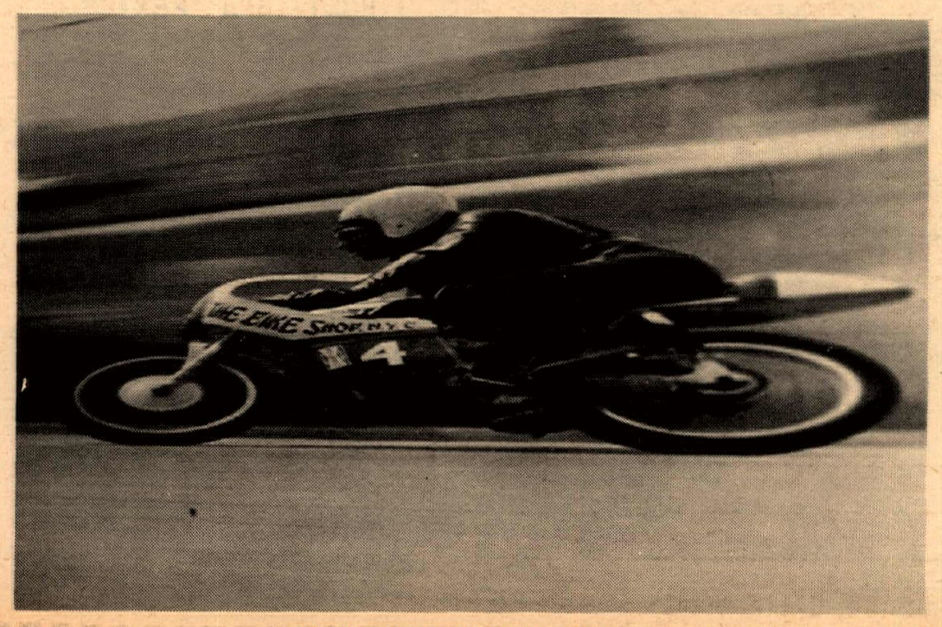
TRIUMPH 1000cc VEE FOUR
Unique special runs but needs minor modifications. Ideal project for ingenious mechanic. Owner builder, now in Vietnam will sell for $750. Write: "Vee Four" Box 53, Fallston, Maryland 21047.

YAMAHA TD1B Flattracker, Ascot winner, glass tank and seat, alloy wheels, str. cuts, etc...Extra pistons, rings, sprockets, cylinders, heads, etc...$350 or trade for ? Gary (213) 566-5826.

FOTO FUN By Don Kissel



"Yaaaaaaa.....maha!"



"Can't get the rake out of my trail!"

DRAG RACING

By Bob Ebeling

SURF'S UP AT BONNEVILLE - STORY NEXT WEEK!

RIDER TRAINING CLASSES SCHEDULE FOR FALL

By Barbara Adams Dahms

The Los Angeles Adult Schools have authorized the teaching of motorcycle rider training classes for the coming school year, according to Jack E. Perry, Principal, West Valley Occupational Center.

Classes are scheduled on Saturday mornings from 8 a.m. to 12 noon for six weeks each session. Registration begins the week of September 23rd at WVOC, 6200 Winnetka, Woodland Hills, Calif. The first class meeting will be Sept. 28th.

The classes will cover all phases of basic motorcycle operation, simple maintenance, balance and controls, traffic safety and preparation for the license examination to be required starting in 1969. It is hoped that advanced classes will be available at a later date. This will depend upon the demand for such training.

Dale Martin, instructor in Motorcycle Repair at WVOC and Jack Burgan, driver training instructor for Los Angeles City Schools will head up the instructional staff.

A valid California driver's license is required for participants of the course. Students between 16 and 18 will be permitted to enroll if they have successfully completed driver training and driver education courses. Students under 21 must have parental consent. Fees will be $5.00 for those under 21 and $10.00 for those over that age. Training is designed for those totally new to motorcycle riding but also includes information and practice in safe operation which is useful to those who wish to expand their understanding of the machine and its possibilities.

The course includes both classroom, with lecture, films and discussion, and actual riding practice. Students will be able to practice their skills on several different motorcycles which are being furnished by the industry for class use.

The program is being publicized through the high schools, service and civic clubs and motorcycle dealer organizations. A speakers bureau has been organized by Dean Willard Edwards, Chairman of Citizens Motorcycle Education Committee, to present information on motorcycle safety and the training program to these groups.

Although classes will initially be held only at the Woodland Hills campus, it is planned that additional classes will be formed at other locations in the Los area, Ventura and the Antelope Valley if demand in those locations warrant them.

For further information call WVOC at 346-3540 or write to Dale Martin, c/o West Valley Occupational Center, 6200 Winnetka Ave., Woodland Hills, Calif.

SCRAMBLIN AROUND

By Maureen Lee

This idea of running mass-starts at a TT scrambles came out of the referees' meetings and the first try this weekend by the Viewfinders worked really great. Only complaint we had was one rider who thought that if you were in real contention for points and broke a chain with only one race to ride you couldn't get things back together again in time to do any good. We sympathize with this problem but then there is also the problem of the riders who maybe can't even make the semi on a Sunday and have to go home with three laps under their belt for their money whereas in a mass start like this they get plenty of riding and can go home with a few points. As always, there are two sides to everything. But from what we heard, this way of throwing a race went over very well, but we suggest that if a club decides to run a race this way they had better have plenty of members in case things get a little sticky. Scoring alone becomes one big effort, almost as difficult as a desert race.

For a couple of weeks this column will be on vacation (laughter). We really are but are going to Canada along with other local riders for the Great Western Canadian Moto-cross Championship. We are also planning to see Monte Darling who had that fearsome 450 Honda here a few months back and his own shop in Corona but who is nowing in Everett, Washington. You can bet the bench racing will be great! By the time we get back the new Huntington Beach Cycle Park will be almost ready to open and we have one new rider for the Opening Day's Old Timer's Race. Ray Prettyman has been invited; he was in contention for that number one plate some years ago when he broke his foot putting him out for the rest of the season so we think it's proper that he ride and he wants to. Line up one hot Harley for that class! Wouldn't it be an absolute gas if the "oldsters" really did in the young blood! There are times when experience is everything regardless of some theories that if you have the fastest bike you can win.

We sat in unhappy silence at Ascot Friday night, sorry to see the half-mile flattrack end when this coming October would have seen our sixth "season" there and over the years what bench racing stories we can tell although we didn't attend very much this year, the press pass situation being what it was. But anyway, we really dig the JAP races and when they were in their hey-day it was the only time that American riders have gone to Europe as professionals and done well. But now we wonder...can the Los Angeles area support three tracks running three nights in a row without someone going down the drain? And what is more of concern to us personally, what is going to happen to our hot scrambles and desert riders who wish to make the transition to the professional A.M.A. circuit? Where will they be able to ride should their preference be flattrack and not T.T. racing?

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RIALTO SAFETY AND TRIALS PROGRAM

Rialto, Cal. Mayor Frank Lowell (left), Elizabeth Haggard, Rialto's "Junior Miss," and Ron Lantz, President of the Rialto Junior Chamber of Commerce, join in ribbon-cutting ceremonies.

Sammy Miller in action.

By Sharon Clayton
Photos by Dennis Greene

RIALTO, Cal., Aug. 22 – When John Montgomery and fifteen other businessmen from Rialto, Calif. decided to do something about the motorcycle accidents in their area they went to State and local officials for help.

On or about September 1 a motorcycle Safety and Trials Program will open in the Rialto area on land donated by the Fontana Municipal Water Co. The program will consist of a trials course, which all concerned felt will be an excellent method of teaching control of one's motorcycle to many teenagers, not just those in Rialto; they hope that all who are interested will use the facilities.

Besides the trial course there is to be at a later date a Clubhouse which will be used for classroom work, the maintenance of machines as well as the necessity of protective clothing, such as helmets, boots, etc. Courses will also be given by California Highway Patrol officers on traffic safety and defensive driving. The Forestry Department will also be there to help educate the teenagers in safety on the trails and forests of our state.

Start 'Em Young

City of San Bernardino councilman Michael R. Fagon informed us that the course will be made known to all Teen Posts and high schools in and around the area. "It's our hope that youngsters from all over, not just those from this area, will take an interest in this program," stated Councilman Fagon. Cycle News also hopes this interest will be there. We were told by Mr. Arthur B. Peterson, Field Representative to Senator William E. Coomas, that not only is the County interested in this program but Sacramento officials are also interested.

Sammy Miller in repose.

If it shows progress and interest it is not altogether impossible for this type of training to become a reality throughout the State of California.

Course Location

The course is located on the east side of Riverside Ave., 5 miles north of Highland Ave. in Rialto, Calif. For further information you can contact the Jr. Chamber of Commerce (714) 875-4471 in Rialto. They have taken on the job of administration for the program. Let's all get behind them and help make this a reality in our state. This method of motorcycle safety is far better than negative legislation as we've had in the past.

Sammy Miller, the European Trials Champion, was on hand to show what control and mastery over a motorcycle really is and I doubt that anyone present would argue that slow riding over rough terrain is an excellent way to learn what a motorcycle will do in given instances.

Want a good place to teach your youngsters to ride? We strongly suggest the Rialto trails course.

CYCLE NEWS

25 CENTS September 19, 1968

AMERICA'S ONLY WEEKLY MOTORCYCLE NEWSPAPER

Many-time European Trials Champion Sammy Miller jams the rockpile, showing his style to Rialto, Calif. dignitaries at groundbreaking ceremonies for new safety training school. – Photo by Dennis Greene.